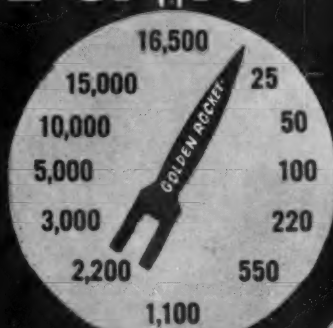


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# AIR TRANSPORTATION

The World's First Air Cargo Magazine

Established October, 1942



Member of Business Publications Audit  
of Circulation

AIR TRANSPORTATION, published once each month, thoroughly covers the entire air cargo industry for the benefit of all those engaged in shipping and handling domestic and international air freight, air express and air parcel post. Included in AIR TRANSPORTATION'S wide coverage are: air shipping, cargo plane development rates, packaging, materials handling, documentation, air cargo terminal development, insurance, routing, interline procedures, new equipment, commercial airlines, military air transport services, air freight forwarding.

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## CONTENTS

### SPECIAL FEATURE

So You're in Foreign Trade!	3
Speed	4
Competition	5
Packing	6
Bulk Freight	7
Turnover	8
Perishable Cargo	9
Production	10
Rates	11
Inventory	12
Up Go Eight Tons of Air Cargo	121

### DEPARTMENTS

Air Commerce	122	From the Readers	4
Airports	123	Forwarders	126
Books	131	Ground Services	123
CAB	127	London Letter	127
Club News	127	New Equipment	129
Come'n' Get It	132	New Offices	126
Commercial Aircraft	125	Rates	123
Congratulations	128	Services	123

### ADVERTISERS

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**JAPAN AIR LINES COURIER CARGO**

DC-8 JET COURIERS • DC-7F FREIGHTERS • U. S. TO JAPAN AND THE ORIENT

# *So You're in Foreign Trade!*

Graphic ideas for all those  
attending the  
48th National Foreign Trade Convention . . .  
as well as for  
those international traders  
remaining at their desks this year

*Just turn the  
next few pages . . .*

# Speed

---

Speed, as such, is obviously important to shippers of perishable commodities and emergency supplies. But to the veteran air trader speed means more than the mere telescoping of time. It means greater penetration and exploitation of markets . . . the opportunity to compete effectively on a worldwide scale . . . the chance to maintain inventory in proper ratio to sales . . . savings in insurance, packing, documentation, forwarding costs . . . the guarantee of the highest cargo safety factor available in any form of transportation.

---



*Convair 440 jet streaking through the skies.*



# Competition

---

Give a producer a few days' edge on his competitor and he has an advantage worth many thousands, perhaps millions, of dollars in the world market. The higher air transportation rate pales to utter insignificance when one considers the immediate advantage in earlier promotion and actual sales . . . the impact of the brand name which has an opportunity to entrench itself with the consumer public before competitive products are introduced . . . the probability of reorders, further enhanced during the period of temporary monopoly. Wise traders look beyond the transportation cost to get the true economic picture.



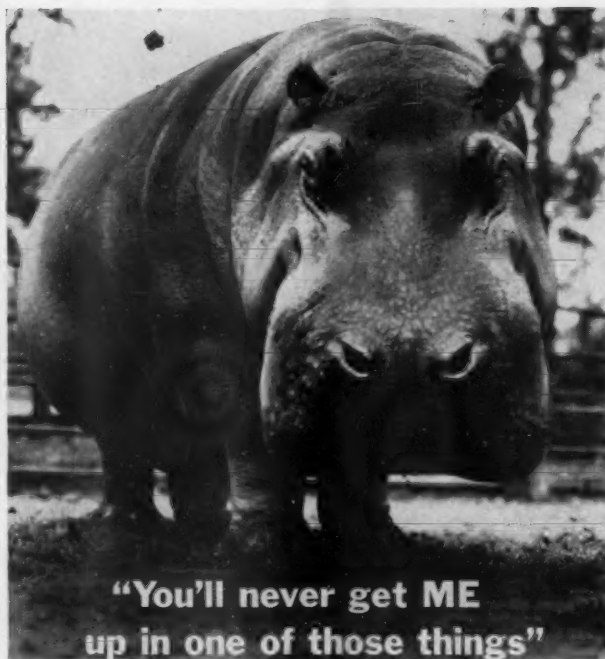
Dutch manufacturer at Shannon gets jump on market with new piano.



Air freight speeds new car overseas to catch early buyers.

# Bulk Freight

Mr. Hippo's prediction (as quoted in an advertisement of the Endevco Corporation) was not a very good one. This ponderous denizen of the jungles has been airlifted many times. Bulk is hardly new to the air carriers. In fact, they are offering unprecedented low rates for nearly every kind of heavy shipment. What's moving these days? Not much different from what was flown a decade ago, even earlier than that—huge electronic machines, steamship screws, elephants, television towers, sugar mills, disassembled aircraft, automobiles, engines, *ad infinitum*.

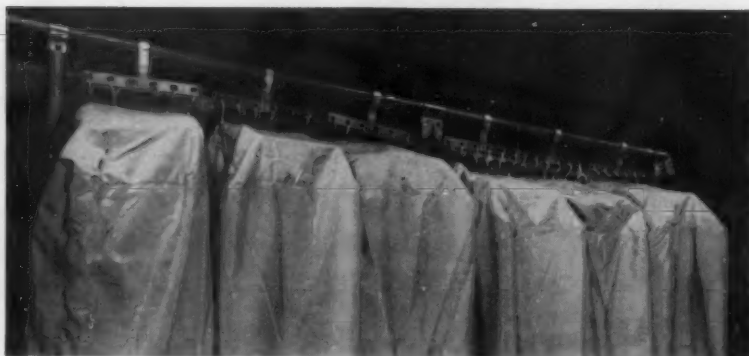


Japan Air Lines flew this 6 $\frac{1}{4}$ -ton generator from San Francisco to Fukuoka.

# Packing

---

Because there are fewer handlings, and because air transport provides a much smoother ride than ocean, rail, or motor carriers, the familiar heavy and expensive export crating is unnecessary. Air freight can move safely in their original cartons . . . in lightweight wooden boxes . . . on ordinary skids . . . in sacks . . . on racks . . . or, in many cases, without packing at all. Less weight—ergo, lower transportation charges.



*Garments flown in special bags on racks.*



*Entirely unpacked—Renault auto parts.*

# *Perishable Cargo*

---

Time being a critical factor in the distribution of perishable commodities, air freight is its natural ally. Undreamed-of markets have opened up. Florida flowers are now exported to Dutch importers. Irish salmon may be found in restaurants throughout the Continent. American newspapers and newsmagazines are in the hands of foreign readers, often at about the same time they are purchased at newsstands at home. Life-saving drugs, some of which lose their effectiveness in 24 hours, daily span oceans and continents. This is international trade which, for the most part, never was possible before the long-haul plane.



*Scandinavian seafood exports move into cargo hold of plane.*



*African lad stoically receives Salk injection flown from U. S.*



# Turnover

---

What does it cost you to ship your goods thousands of miles by surface transport, then wait weeks or months for payment of the merchandise? Does it mean a trip to the bank and a private visit with the manager because your working capital is tied up? Conversely, by air, the shipping operation is completed in a day, two, or three—in many instances, hours—and payment is received in a fraction of its former time. Your money is free to work again . . . free from bank interest charges. As a result of shipping by air, the rate of capital turnover and profit-taking is vastly accelerated during the time consumed by a single overseas ocean shipment.



Modern air freight terminals speed up airport handling.

Swiss fashion exporters have made air freight pay off in a big way.



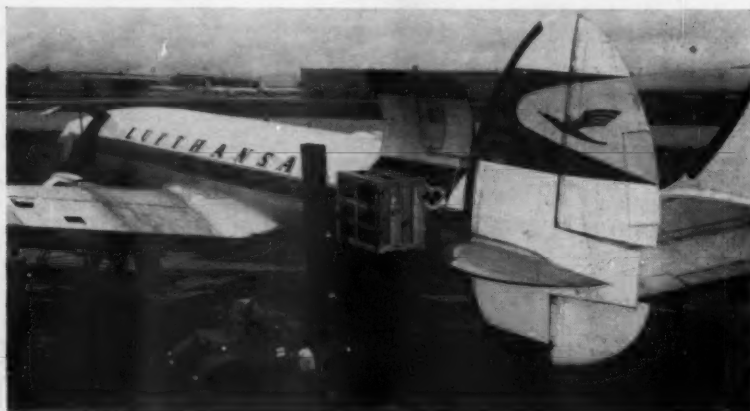
# *Rates*

---

Even though we emphasize that a mere comparison of freight rates does not provide a true transportation cost picture, it is noted that international air freight rates never have been so low. An expanded series of weight breaks allows exports and imports to travel at diminishing rates as the weight per shipment increases. These drastic reductions have come at a time when surface rates have moved upward. The new low air rates, linked with the many so-called "hidden" economies in air shipping, make it worth your while to invite a comparison between the total movement of your product by surface and by air. Any airline or air freight forwarder will respond to your request.



*A variety of exports destined to Italy under the new low transatlantic air freight tariffs.*



*Volume shippers are beneficiaries of important savings.*

# *Production*

---

Increasing production of your plant? Are you equipping it with new machinery? Chances are that the money saved through flying it in not only will wipe out shipping costs but will show a profit to boot. Here's the experience of one European textile manufacturer who imported about 50 machines from three countries. Through eliminated export crating alone he saved \$140 per machine. Air delivery was made 22 days ahead of normal surface time. This enabled the machines to go into production far ahead of schedule. During the time they would have been en route by sea, output per machine absorbed the cost of air-freighting it and gave the manufacturer a bonus of 6,000 pounds of production, or 300,000 pounds for all the machines.



*Printmaster in New York today, in Frankfurt tomorrow, in production soon thereafter—a profitable operation.*



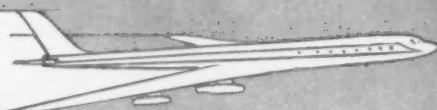
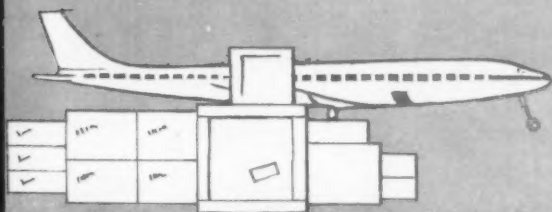
*British machine, airlifted to Dublin, was at work afterward.*

# Air Shippers

## MANUAL

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FIFTEENTH EDITION (1961-1962)



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# Inventory

---

Inventory is an important distribution cost factor. It adds to the cost of doing business, therefore affecting the cost of the product and its price in the competitive world market. Major firms have realized savings running into hundreds of thousands of dollars a year by revamping distribution procedures to reliance on air freight. Speedier order fill-ins have reduced greatly the need for large inventories . . . brought down the chances of loss through heavy stocks of slow-moving or high-style (one-season) items . . . cut the number of distribution warehouses required to supply customers and keep abreast of competition. All potent reasons why you may need to re-examine your present procedures.



*Raytheon's Distributor Products Division leans heavily on air.*

*Air freight helps maintain stocks of automotive parts in proper balance.*





**A MERE  
25,000  
MILES**

25,000 miles... this is the distance Airborne covers in serving shippers... completely around the globe through a network of 498 offices.

But, in comparison, this is a mere fraction of the distance covered by signals transmitted through electron tubes produced by research and development at one of Airborne's important world-wide shippers: Eitel-McCullough, Inc. As a matter of record, a command response powered by Eitel-McCullough's tubes radioed a space-probe in orbit beyond the sun to change its transmitting power, the longest-range response yet achieved by man.

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1961-62

## CONTENTS

<b>Airline Cargo Directory</b> .....	<b>2</b>
ASA International Airlines .....	2
Air France .....	2
Air India .....	5
Alaska Airlines .....	5
Alitalia .....	6
Allegheny Airlines .....	8
Aloha Airlines .....	8
American Airlines .....	8
Argentine Airlines .....	9
Avianca .....	9
Bonanza Air Lines .....	9
Braniff International Airways .....	10
British European Airways .....	11
British Overseas Airways Corp. .....	11
Canadian Pacific Airlines .....	12
Civil Air Transport .....	14
Continental Air Lines .....	14
Delta Air Lines .....	14
Eastern Air Lines .....	14
El Al Israel Airlines .....	15
Ethiopian Airlines .....	16
Flying Tiger Line .....	17
Frontier Airlines .....	17
Guest Aerovias Mexico .....	17
Hawaiian Airlines .....	17
Iberia Air Lines of Spain .....	17
Icelandic Airlines .....	18
Ini Airlines .....	18
Irish International Airlines .....	18
Japan Air Lines .....	19
KLM Royal Dutch Airlines .....	20
LAN-Chile .....	24
Lufthansa German Airlines .....	24
National Airlines .....	26
New York Airways .....	26
North Central Airlines .....	27
Northeast Airlines .....	27
Northwest Orient Airlines .....	27
Pacific Airlines .....	28
Pakistan International Airlines .....	30
Pan American Grace Airways .....	30
Pan American World Airways .....	32
Piedmont Airlines .....	34
Qantas Empire Airways .....	34
Ranso Airlines .....	36
Riddle Airlines .....	36
Sabena Belgian World Airlines .....	36
Scandinavian Airlines System .....	38
Seaboard & Western Airlines .....	40
Swissair .....	42
TACA International Airlines .....	42
TAN Airlines .....	44
Trans-Canada Air Lines .....	44
Trans Caribbean Airways .....	44
Trans-Texas Airways .....	44
Trans World Airlines .....	46
TSA-Transcontinental .....	48
UAT French Airlines .....	48
United Air Lines .....	50
Varig Airlines .....	52
West Coast Airlines .....	52
Western Air Lines .....	52
<b>Air Cargo Statistics</b> .....	
Annual Rate of Air Cargo Development .....	89
Growth of U. S. Air Freight Forwarding Industry 1950-60 .....	66
How IATA Airlines Ranked in the Carriage of Air Freight at the Beginning of 1961 .....	90
International Cargo Traffic Originated by U. S. Flag Carriers .....	85
Monthly Two-Way Flow of North Atlantic Cargo Traffic in 1960 .....	106
Monthly Two-Way Flow of North Atlantic Cargo Traffic (1st half, 1961) .....	107
North Atlantic Air Cargo Traffic: 1948-1960 .....	104
Postwar Development of World Air Cargo .....	89
Ranking of U. S. Trunk and All-Cargo Lines in Air Freight and Air Express Traffic .....	96
Ranking of U. S. Local Service Carriers in Air Freight and Air Express Traffic .....	97
Revenue Ton-Kilometers of Freight Flown by IATA Carriers in 1960 .....	91
Revenue Ton-Miles of Freight and Express Carried by U. S. Scheduled Airlines: 1946-60 .....	92
Sources of Enplaned U. S. Cargo .....	100
Sources of U. S. Airline Revenues .....	98
U. S. Airline Revenue Cargo Statistics .....	94
<b>Other Air Shipping Information</b> .....	
Air Cargo Agents (IATA-Approved) .....	71
Air Cargo Service Selection Chart .....	99
Air Cargo Services to Key Cities of the World .....	76
Air Freight Forwarders (CAB-Registered) .....	66
Current Net Advisory Rates for War, Strikes, Riots, in American Marine Insurance Markets for Mail and Air Shipments .....	19
Domestic Air Parcel Post Rates .....	22
General Cargo Rates (Transatlantic) .....	85
IATA Member Airlines .....	83
Standardized Labels for International Air Shipments .....	103
Supplemental Air Carriers .....	28
Transatlantic Specific Commodities .....	84
Typical Transatlantic Specific Commodity Rates .....	86
World Radio and Cable Rates from U. S. .....	108

# AIRLINE CARGO DIRECTORY

## A-Agent

AFS—Air Freight Supervisor  
 ASNM—Agent & Station Mgr.  
 CA—Commercial Advisor  
 CCSM—City Cargo Sales Manager  
 CFA—City Freight Agent  
 CPA—City Passenger Agent  
 CM—Cargo Manager  
 CS—Cargo Supervisor  
 CSM—City Sales Manager  
 CSR—Cargo Sales Representative  
 CSS—Cargo Sales Supervisor  
 CST—Cargo Superintendent  
 CRCSM—Central Region Cargo Sales Manager  
 CSS—City Sales Supervisor  
 CTA—City Ticket Agent  
 CTM—City Traffic Manager  
 CTSM—City Traffic-Sales Mgr.  
 CTSR—City Traffic-Sales Representative  
 DCR—District Cargo Representative  
 DCSM—District Cargo Sales Manager  
 DFA—District Freight Agent

\* U. S. domestic passenger-cargo air carrier.

\* U. S. domestic all-cargo air carrier.

\* U. S. international passenger-cargo air carrier.

\* U. S. international all-cargo air carrier.

## DM—District Manager

DS—Director of Sales  
 DSM—District Sales Manager  
 DSR—District Sales Representative  
 DTM—District Traffic Manager  
 DTSM—District Traffic-Sales Manager  
 ED—European Director  
 EDSM—Eastern District Sales Manager  
 ERCSM—Eastern Region Cargo Sales Manager  
 ETM—Eastern Traffic Manager  
 FA—Freight Agent  
 GA—General Agent  
 GM—General Manager  
 GTM—General Traffic Manager  
 LM—Liaison Manager  
 M—Manager  
 OM—Operations Manager  
 R—Representative  
 RCSM—Regional Cargo Sales Manager  
 RFM—Regional Manager

## RR—Resident Representative

RSCS—Regional Supervisor of Cargo Sales  
 RTR—Regional Traffic Representative  
 RTS—Representative of Traffic-Sales  
 S—Supervisor  
 SM—Sales Manager  
 SNM—Station Manager  
 SR—Sales Representative  
 SS—Sales Supervisor  
 SSM—Sales Service Manager  
 SSR—Senior Sales Representative  
 SSNM—Senior Station Manager  
 SSR—Special Sales Representative  
 TA—Ticket Agent  
 TM—Traffic Manager  
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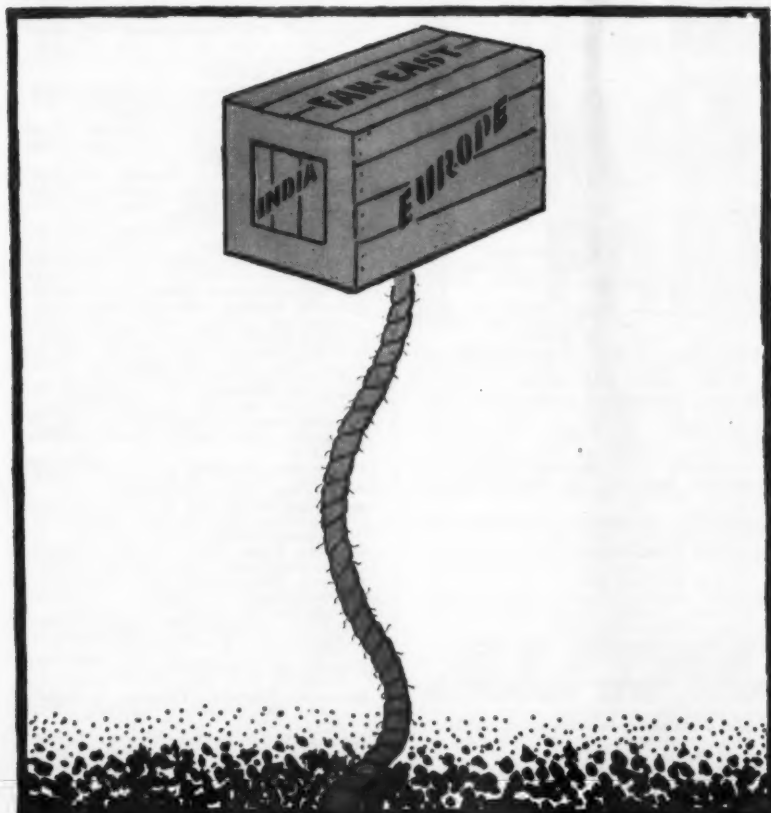
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Wheeling, W. Va.—Ohio County Airport; CREstview 7-3160.

Wilkes-Barre, Pa.—See Scranton; OLYmpia 5-1772.

Williamsport, Pa.—Municipal Airport; 8-2416.

Wilmington, Del.—New Castle County; East 8-2190.

York, Pa.—See Harrisburg.

## ALOHA AIRLINES<sup>1</sup>

Address: P. O. Box 3769, Honolulu International Airport, Honolulu, Hawaii

Phone: 814-571.

Cable Address: ALOHAWAIL.

Senior Vice President-Traffic & Sales: Richard H. King.

Cargo Offices:

Hilo—Hilo Airport; 52717.

Honolulu—Honolulu International Airport; 819-305.

Honolulu—Molokai—Molokai Airport; 37185.

Kahului, Maui—Kahului Airport; 76-541.

Kailua, Kona, Hawaii—Kona Airport; 257371.

Lihue, Kauai—Lihue Airport; 2068.

## AMERICAN AIRLINES<sup>1</sup>

Address: 100 Park Ave., New York, N. Y.

Phone: MURray Hill 3-9000.

Cable Address: AMAIR.

Vice President-Cargo Sales & Services: E. C. Taylor.

Director-Airfreight Sales: David A. Highman.

Director-Distribution Consultant Service—Ross Angier.

Cargo Offices:

Akron, O.—211 Akron Savings & Loan Bldg.; Blackstone 3-4139.

Albany, N. Y.—Hotel Sheraton Ten Eyck; HObart 5-1571.

Atlanta, Ga.—See Nashville.

Baltimore, Md.—118 E. Baltimore St.; Lexington 3-2255.

Birmingham, Ala.—See Memphis.

Bisbee, Ariz.—See Tucson.

Boston, Mass.—470 Atlantic Ave.; LIberty 2-4240.

Bridgeport, Conn.—21 P. O. Arcade; EDison 3-0148.

Buffalo, N. Y.—Hotel Statler-Hilton; Room 1759; MOhawk 7640.

Burbank, Calif.—Lockheed Air Terminal; MADison 5-7241.

Canton, O.—See Akron.

Charlottesville, W. Va.—See Washington, D. C.

Chicago, Ill.—The Prudential Plaza; FRanklin 2-7342.

Cincinnati, O.—1646 Fifth Third Bank Bldg.; MAIn 1-8500.

Cleveland, O.—55 Public Sq; TOWer 1-8229.

Columbus, O.—Deshler-Hilton Hotel; CApitol 1-6507.

Dallas, Tex.—3406 Republic Bank Bldg.; FLEetwood 1-9911.

Dayton, O.—214 N. Main St.; BAIDwin 3-1261.

Detroit, Mich.—36th Floor Book Tower; WOodward 2-1880.

Douglas, Ariz.—Box 1115; EMpire 4-3437.

Elkins, W. Va.—Munic. Airport, Box 328; 1100.

El Paso, Tex.—1507 First Nat'l Bldg.; KEstyone 3-3638.  
 Evanston, Ill.—See Chicago.  
 Fort Worth, Tex.—1115 Fort Worth Nat'l Bank Bldg.; Edison 3-6345.  
 Hamilton, Ont., Canada—See Toronto.  
 Hartford, Conn.—755 Main St.; Jackson 7-0188.  
 Hollywood, Calif.—See Los Angeles.  
 Honolulu, T. H.—1021 Bishop St.; 6-3581.  
 Houston, Tex.—245 Mellie Esperson Bldg.; Capitol 2-9778.  
 Indianapolis, Ind.—234 Circle Tower Bldg.; Melrose 2-7591.  
 Joplin, Mo.—Munic. Airport, Box 252; Mayfair 3-7035.  
 Knoxville, Tenn.—Farragut Hotel Bldg.; 2-7597.  
 Little Rock, Ark.—Exchange Bldg.; FRanklin 5-1982.  
 Los Angeles, Calif.—523 W. 6th St.; Madison 5-7241.  
 Louisville, Ky.—251 Starks Bldg.; Juniper 4-2196.  
 Memphis, Tenn.—1230 Commerce Title Bldg.; JACKSON 5-1738.  
 Mexico City, Mex.—Ave. Juarez 117; 12-04-60.  
 Miami, Fla.—1640 DuPont Bldg.; FRanklin 9-7646.  
 Midland-Odessa, Tex.—Petroleum Life Bldg., Room 122; Mutual 3-4231.  
 Milwaukee, Wis.—110 E. Wisconsin Ave.; BRoadway 1-6556.  
 Minneapolis, Minn.—909 Northwest Bank Bldg.; 620 Marquette Ave.; Federal 8-7043.  
 Monterrey, Mex.—Aeropuerto del Norte; 3-81-00.  
 Nashville, Tenn.—401 Church St.; CHapel 2-0521.  
 New Haven, Conn.—Taft Hotel, College & Chapel Sts.; State 7-3547.  
 New Orleans, La.—Int'l Trade Mart, Room 538; Express 3014.  
 New York, N. Y.—99 Park Ave.; Murray Hill 3-9000.  
 Newark, N. J.—200 Washington St.; Mitchell 3-3300.  
 Niagara Falls, N. Y.—See Buffalo.  
 Oakland, Calif.—1910 Broadway; Hlghgate 4-6055.  
 Oklahoma City, Okla.—658 Skirvin Tower, Central 2-8525.  
 Parkersburg, W. Va.—Wood County Airport, Box 1699; Hudson 5-5542.  
 Peoria, Ill.—Greater Peoria Airport; 7-3555.  
 Philadelphia, Pa.—1617 Pennsylvania Blvd.; LOcust 8-3626.  
 Phoenix, Ariz.—18 E. Adams St.; Alpine 8-6761.  
 Pittsburgh, Pa.—Penn Sheraton Hotel, William Penn and Oliver Sts.; Atlantic 1-7365.  
 Providence, R. I.—Sheraton-Biltmore Hotel; Union 1-0300.  
 Richmond, Va.—John Marshall Hotel; Milton 4-8516.  
 Roanoke, Va.—Woodrum Field; EMpire 6-3455.  
 Rochester, N. Y.—Sheraton Hotel, 111 East Ave.; Baker 5-1320.  
 St. Louis, Mo.—411 N. 16th St.; Garfield 1-2415.  
 San Antonio, Tex.—1416 Majestic Bldg., 212 E. Houston St.; Capitol 6-8217.  
 San Diego, Calif.—330 Broadway; Belmont 2-7673.  
 San Francisco, Calif.—235 Montgomery St.; Yukon 2-4620.  
 Schenectady, N. Y.—See Albany.  
 Scranton, Pa.—Wilkes-Barre-Scranton Airport, Avoca, Pa.; Glenwood 7-5403.  
 Springfield, Ill.—Capital Airport; LAkeside 8-3464.  
 Springfield, Mass.—Sheraton-Kimball Hotel; Republic 2-4119.  
 Springfield, Mo.—Munic. Airport, Route 6, Box 502; UNIVERSITY 4-1871.  
 Syracuse, N. Y.—Onondaga Hotel, S. Warren & Jefferson Sts.; HARRISON 2-6138.  
 Tampa, Fla.—See Miami.  
 Tokyo, Japan—Imperial Hotel; 59-0833.  
 Toronto, Canada—McBrien Bldg., 1900 Yonge St.; HUDSON 1-3385.  
 Tucson, Ariz.—11 East Pennington St.; Main 4-8624.  
 Tulsa, Okla.—507 South Boston Ave.; LUther 2-9251.  
 Washington, D. C.—918 16th St., NW; Executive 3-2050.  
 Wilkes-Barre, Pa.—Wilkes-Barre Scranton Airport, Avoca, Pa.; GLENWOOD 7-5403.  
 Wilmington, Del.—Box 3085; OLYMPIA 6-9471.

## ARGENTINE AIRLINES<sup>1</sup> (AEROLINEAS ARGENTINAS)

Headquarters Address: Paseo Colon 185, Buenos Aires, Argentina.  
 Phone: 30-2016.  
 Cable Address: AEROLINEAS.  
 Commercial Manager: Martin Saez.  
 Cargo Manager: Orlando A. Murano.  
 U. S. Headquarters: 9 Rockefeller Plaza, New York, N. Y.  
 Phone: Plaza 7-8700.  
 Cable Address: AEROLINEAS.  
 U. S. General Manager: Alberto Smart.  
 Commercial Manager: Fernando Maldonado.  
 U. S. Cargo Supervisor: Thomas Ryan.  
 Cargo Offices:  
 Amsterdam, Holland—Station Bldg., Ofc. 162-171; Phone: 38141 Int. 1610-1448.  
 Asuncion, Paraguay—Estrella 480; Phone 7079.  
 Buenos Aires, Argentina—Paseo Colon 185; Phone 30-2016; O. A. Murano, CM.  
 Dakar, French West Africa—Dakar-Africa; Dakar 11.  
 Frankfurt, Germany—Hotel Frankfurter Hof; Phone 93988, 94241.  
 Havana, Cuba—Paseo del Prado-Bajos, Hotel Sevilla; M-3111.  
 Lisbon, Portugal—R. Barata Salgueiro 33; Phone, 46913, 53582.  
 London, England—42 Brook St. W. 1.; Regent 6941/6.  
 Madrid, Spain—Calle Del Prado No. 29; Phone 21-82-20.  
 Montevideo, Uruguay—Colonla 1968; Phone 82824.  
 Natal, Brazil—Casilla de Correo 220.  
 New York, N. Y.—9 Rockefeller Plaza; PLaza 7-8700/4, OL 6-5953 (Cargo); Thomas Ryan, CM.  
 Paris, France—77 Champs Elysees; Ely 0296.  
 Port of Spain, Trinidad—31 Frederick St.; Phones: 34606, 32170.  
 Punta Arenas, Chile—Avda. Gorlero 341; Phones 387, 137.  
 Rio de Janeiro, Brazil—Avda. Presidente Antonio, Carlos 201 A.; Phone 42-5123.  
 Rome, Italy—Via Veneto 81; Phone 470-371.  
 San Pablo, Brazil—Praça Don Jose Gaspar 16; Phones 4-2641, 6-3942.  
 Santiago, Chile—Moneda 1124; Phones, 87786, 87097, 87918, 87092.

## AVIANCA<sup>1</sup>

Headquarters Address: Carrera 7a No. 16-14, Bogota, Colombia.  
 Cable Address: AVIANCA.  
 U. S. Headquarters: 6 West 49th St., New York; Phone: JIrdson 4-5210.  
 Manager Traffic & Sales: Miguel Pombo.  
 U. S. General Manager: Carlos A. de Narvaez.  
 U. S. Sales Manager: L. del Portillo.  
 Interline & Agency Manager: Porter Stiles.  
 Cargo Offices:  
 Armenia, Col.—Calle 20 #14-28 y 14-28.  
 Arauca, Col.—Carrera 3a. con Calle 9.  
 Barrancabermeja, Col.—Calle 6 #1-37.  
 Barranquilla, Col.—Carrera 45 #34-01.  
 Bogotá, Col.—Carrera 7a. #16-14.  
 Bucaramanga, Col.—Calle 36 #15-72.  
 Buenaventura, Col.—Calle 3a. #1-13.  
 Buga, Col.—Calle 5 #18-91.  
 Cali, Col.—Calle 12 Norte No. 1-26.  
 Caracas, Venezuela—Avenida Urdante, Calle de la Pelota Edif. Plaza, Local "C"; Tel. 551006-558101.  
 Cartagena, Col.—Ed. Fernando Dias Av. Urdaneta Arbeláez.  
 Cartago, Col.—Hotel Mariscal Robledo, Carrera 5 #2-105.  
 Ciénega, Col.—Plaza del Centenario #2-48.  
 Condoto, Cal.—Calle del Comercio.  
 Cúcuta, Col.—Plaza Principal.  
 Cúcuta, Col.—Calle 10 No. 4-47.  
 El Banco, Col.—Calle Boyacá con Ayacucho.  
 Florencia, Col.—Parque Santander #13-130.  
 Frankfurt, Germany—c/o PAA, Am Hauptbahnhof 12.  
 Fundación, Col.—Carrera 6 #2-37.  
 Gamarrá, Col.—Calle Central #13-17.  
 Girardot, Col.—Calle 18 #10-49.  
 Honda, Col.—Carrera 11 #14-46.  
 Ibagué, Col.—Calle 13 #2-53.  
 Ipiales, Col.—Carrera 7 #13-76.  
 Kingston, Jamaica—c/o PAA, 117 Harbour St.; Collins Hay, RM; Phone 3901.

Lima, Peru—Avenida Nicolás de Pirola 706 La Colmena.  
 Lisbon, Portugal—Praça Dos Restauradores, 46.  
 Madrid, Spain—Edificio España Avda José Antonio 84.  
 Managua, Col.—Calle "El Salto."  
 Manizales, Col.—Calle 23 No. 21-43.  
 Medellín, Col.—Carrera 52 No. 51-A-1.  
 Miami, Florida—309 E. Flager St.; David Angulo, TSM; Phone FR 7-2336.  
 Mompos, Col.—Calle de la Municipalidad #1-90.  
 Montería, Col.—Carrera 3 #29-14.  
 Neiva, Col.—Carrera 6 #7-35.  
 New York, N. Y.—6 West 49th St.; JU 6-5210; Guillermo Uribe, DSM.  
 Ocaña, Col.—Calle 11 #26-23.  
 Palmira, Col.—Calle 29 #28-17.  
 Panamá—Avenida Tirolli No. 18-120 Equina Calle Rochet.  
 Paris, France—138 Champs Elysees, Paris 8e.  
 Pasto, Col.—Calle 17 #25-37.  
 Pereira, Col.—Carrera 7 #20-38.  
 Popayan, Col.—Calle 4 #2-66.  
 Quito, Ecuador—Calle Chile 1301 y Benalcázar.  
 Riohacha, Col.—Calle 3 #6-77.  
 Rome Italy—Via Bissolati 46.  
 San Juan, Puerto Rico—Calle Comercio 450, 500 Piso.  
 Santa Marta, Col.—Plaza de la Basílica, Carrera 4 #16-13.  
 Sincelejo, Col.—Carrera 18 #23-59.  
 Sogamoso, Col.—Plaza del Mercado, Calle 16 #1104.  
 Tulun, Col.—Calle 26 #25-48.  
 Tumaco, Col.—Calle Sucre, Carrera 10.  
 Valledupar, Col.—Calle 9 #4-79.  
 Villavicencio, Col.—Calle 4a. #5-19.

## BONANZA AIR LINES<sup>1</sup>

Address: P. O. Box 391, McCarran Field, Las Vegas, Nevada.  
 Phone: RE 3-2911.  
 Vice President-Traffic & Sales: Larry Decker.  
 Director of Traffic: R. E. Hill.  
 Cargo Offices:  
 Apple Valley, Calif.—Apple Valley Airport; Tel., 7-7209; Robert Hayes, SNM.  
 Blythe, Calif.—Municipal Airport; Tel. 11131; Larry Ecklund, SNM.  
 Burbank, Calif.—Lockheed Air Terminal; AF-TRIangle 7-6171.  
 Cedar City, Utah—Municipal Airport; Tel., JUniper 6-9741; Blaine Barney, SNM.  
 El Centro, Calif.—Imperial County Airport; ELgin 2-4218; Robert Yaeger, SNM.  
 Flagstaff, Ariz.—Municipal Airport; PProspect 4-7373; Stanley Fawcett, SNM.  
 Grand Canyon, Ariz.—Valle Airport; Valle 3; Richard Hart, SNM.  
 Kingman, Ariz.—Municipal Airport; SKYline 3-3630; Rodman Ward, SNM.  
 Las Vegas, Nev.—McCarran Field; RE 3-1818; Edward Wolf, SNM.  
 Los Angeles, Calif.—International Airport; SPring 6-1260; Herbert Chesney, SNM.  
 Ontario, Calif.—International Airport; YUKon 4-3381; Arnold Flor, SNM.  
 Page, Ariz.—Glen Canyon Airport; Midway 5-2404; Donald Houser, SNM.  
 Palm Springs, Calif.—Palm Springs Airport; 325-5053; Jack Kearse, SNM.  
 Phoenix, Ariz.—Sky Harbor Airport; BRidge 5-5427; John Hays, SNM.  
 Prescott, Ariz.—Municipal Airport; Tel. Hickory 5-2812; Foster Neil, SNM.  
 Palm Springs, Calif.—Palm Springs Airport; 325-5053; Jack Kearse, SNM.  
 Riverside, Calif.—Municipal Airport; OVERland 8-6221; Paul Kissick, SNM.  
 Reno, Nev.—Municipal Airport; FAirview 9-0001; Glenn Woods, SNM.  
 San Diego, Calif.—Lindbergh Field; CYpress 6-8144; Tommy Martin, SNM.  
 Salt Lake City, Utah—Municipal Airport; DAvis 8-8656; Arthur Armstrong, SNM.  
 Santa Ana, Calif.—Orange County Airport; KImberly 5-1146; Raymond Vaughn, SNM.  
 Yuma, Ariz.—Yuma County Airport; SUNset 2-1871; Henry Puryear, SNM.



## BRANIFF INTERNATIONAL AIRWAYS

Address: Exchange Park, Dallas 33, Tex.

Phone: Fleetwood 2-1721.

Cable Address: BRANWAYS

Vice President-Traffic & Sales: R. H. Burck.

Cargo Sales Manager: Chas. E. Smith.

Asst. Cargo Sales Manager: Stephen Facko.

### Cargo Offices:

Amarillo, Tex. — Amarillo Hotel; DR 2-4243; Don Schomburg, DSM.

Asuncion, Paraguay — Independencia Nacional 239; Dan Mingoszi, SNM.

Austin, Tex. — Vaughn Bldg., Room 306; GR 7-9442; Roy T. Barnes, DSM.

Bogota, Colombia — Eldorado Airport; 43-09-21; Alexander P. Welton, SNM.

Brownsville, Tex. — Rio Grande Int'l Airport; Lincoln 2-7431; Roy Davis, SNM.

Buenos Aires, Argentina — Ave. Rogue Saenz Pena 734/738; Phone, 34-6001/8; Charles Naby, DSM.

Chattanooga, Tenn. — Municipal Airport; MA 2-1191; Dave Rotroff, DSM.

Chicago, Ill. — Palmer House, Suite 305; FRanklin 2-8900; Ivan Powers, DSM.

Colon, Panama — 10001 Tenth & Front St. Colon, R. P.; Don Robertson, TR.

Colorado Springs, Colo. — 132 E. Pike Peak Ave.; ME 2-7638; Bryan Davis, DSM.

Corpus Christi, Tex. — Driscoll Hotel; TU 4-6558; Gene B. Davis, DSM.

Dallas, Tex. — 211 N. Ervay Bldg., Room 1118; RI 1-4544; Jack Weinhardt, DSM.

Denver, Colo. — Albany Hotel; KE 4-3377; W. J. McKenney, DSM.

Des Moines, Iowa — 416 Sixth Ave.; AT 3-1523; K. W. Woods, DSM.

Detroit, Mich. — 1342 Book Bldg.; Woodward 5-4930.

Ft. Smith, Ark. — Municipal Airport; ME 6-3457; Bob Thomas, SNM.

Ft. Worth, Tex. — Century Bldg.; ED 6-7590; Geo. Scott, DSM.

Guayaquil, Ecuador — Malecon 1408 y Aguirre; Phone 12296; Jose Salvador, Mgr.

Houston, Tex. — 1002 American Investors Bldg.; CA 8-4371; Dick Barton, DSM.

Kansas City, Mo. — 1715 Baltimore Ave.; HA 1-2794; H. E. Davidson, DSM.

La Paz, Bolivia — Calle Ayacucho 160; 4661; Julio Quiroga, M.

Lima, Peru — Nicolas de Pierola Colmena Derecha 694; Phone 3-4030; Wm. Wilson, DSM.

Little Rock, Ark. — Grady-Manning Hotel FR 4-6465; John Jackson, DSM.

Los Angeles, Calif. — Statler Center; 900 Wilshire Blvd.; MA-6-5388; Norman Kidd, DSM.

Lubbock, Tex. — Pioneer Hotel; PO 5-6506; James R. Jones, DSM.

Memphis, Tenn. — Peabody Hotel; JA 7-4641; Wally Green, DSM.

Mexico City, Mex. — Reforma #95; Phone 48-21-54; Elias Gonzales, Mgr.

Miami, Fla. — 35 N. E. Third; FR 1-4743; J. M. Boggs, DSM.

Minneapolis, Minn. — 465 N. W. Bank Bldg.; FE 5-7591; Lou Shaffer, DSM.

Montevideo, Uruguay — Calle Rio Negro 1354-6 Piso, Esc-39; Jorge Hugo, TR; Phone 9-5789.

Nashville, Tenn. — Hermitage Hotel; AL 5-7665; Bill Schriener, DSM.

New Orleans, La. — 724 Common St.; JA 2-9777; George Grant, DSM.

New York, N. Y. — 630 Fifth Ave.; JU 6-2755; Warren Jensen, CSM.

Oklahoma City, Okla. — 422 Braniff Bldg.; CE 6-3133; H. T. Jarrett, DSM.

Omaha, Neb. — 1716 Douglas St.; 346-4900; H. J. Katzenberger, DSM.

Panama City, Panama — Apartado 1391; 2-0975; Robert Hatch, Mgr.

Quito, Ecuador — P. O. Box 2527; Edificio Amador, Pasaje Royal; Phone 1-2126; Carlos E. Vallejo, TR.

Rio de Janeiro, Brazil — Avenida Presidente Wilson 123; Phone 33-2255; James Phillips, Mgr.

Rochester, Minn. — 14 2nd Ave., S. W.; Kahler Hotel; AT 2-6716; Duane F. Bolliger, DSM.

St. Louis, Mo. — 1216 Locust St.; Jefferson Hotel; CE 1-4336.

St. Paul, Minn. — Lowry Hotel; CA 4-2303; L. H. Gilbertson, DSM.

San Antonio, Tex. — Gunter Hotel; CA 6-3123; W. L. Carr, DSM.

Santiago, Chile — Huelfanos 1117, Oficina 634; 4-1474; Juan Munoz, SR.

Sao Paulo, Brazil — Rua Sao Luis 112; Phone 37-8116; Richard Kip, Mgr.

San Francisco, Calif. — 260 Stockton St.; Yukon 2-5640; Charlie Peet, M.

Shreveport, La. — Captain Shreve Hotel; 422-0302; Colman Bauer, DSM.

Sioux City, Iowa — 526 Pierce St.; 5-9027; Keith G. Arnold, DSM.

Tulsa, Okla. — 112 E. 5th St.; LU 2-2221; Marvin Boyce, DSM.

Waco, Tex. — Municipal Airport; PL 4-3561; H. E. Carlton, SNM.

Washington, D. C. — 1528 K Street, N. W.; ST 3-5828; William N. Seitz, DSM.

Waterloo, Iowa — 206 Waterloo Bldg., AD 4-4150; Bill Runnels, DSM.

Wichita, Kan. — Allis Hotel; FO 3-4261; Carroll Little, DSM.

Wichita Falls, Tex. — Marchman Hotel; Phone 733-4197; J. W. Stahler, DSM.

## BRITISH EUROPEAN AIRWAYS

Headquarters Address: Bealine House, Ruislip, England.

Cargo Sales Manager: Geoffrey Patt.

E.E.A., 103 Wigmore St., London, S. W. 1.

Cargo Sales Superintendents: A. H. Joyce.

Phone: Welbeck 2774.

Cable Address: BEALINE

Cargo Offices:

Aberdeen, Eng. — E.E.A., 335/7 Union St.; Phone, 53311; Cable, BEALINE.

Amsterdam, Netherlands — Schiphol Airport; Cable, BEALINE.

Ankara, Turkey — Zafar Meydan Yeniselhir; Phone, 28402; Cable, BEALINE.

Athens, Greece — 10, Othonos Street; Phone 30926; Cable, BEALINE.

Barcelona, Spain — E.E.A., Paseo de Gracia 59; Phone 279152; Cable, BEALINE.

Barrs, Eng. — BEA, Northbay; Phone, Northbay 201; Cables, BEALINE, CASTLEBAY.

Basle, Switzerland — BEA c/o Swissair Frachtendienst Elgutz SNCF; Phone 240950; Cable, BEALINE.

Belfast, Northern Ireland — BEA 20 Glengall Street; Phone, 31157; Cable, BEALINE.

Belgrade, Yugoslavia — BEA c/o JAT Office, Bulevar Revolucije 17; Phone, 31-591; Cable, JATBOOK-ING.

Bombay, India — BEA c/o SAS Office, Nordahl, Brunst. 5; Phone, 3030/3; Cable, SASYSTEM.

Berlin, Germany — BEA Freight Section, Tempelhof Airport; Phone, 660014, ext. 124/6; Cable, BEALINE.

Birmingham, England — BEA, Birmingham Airport; Phone, Sheldon 2441; Cable, BEALINE.

Bordeaux, France — BEA, 8 Allées de Tourny; Phone, 48.31.97; Cable, BEALINE.

Bournemouth, England — BEA Hurn Airport; Phone, Christchurch 2290 Ex & 104; Cable, BEALINE.

Bristol, England — BEA Lulsgate Airport; Phone, Lulsgate 444; Cable, BEALINE.

Brussels, Belgium — BEA, Cargounit, Brussels Airport; Phone, 518359; Cable, BEALINE.

Campbeltown, Scotland — James MacGeachy, Union Street BEA Machrihanish Airport; Phone, Machrihanish 240; Cable, BEALINE.

Catania, Sicily — C.I.T. Office, Via di Sangiuliano 208-210; Phone, 10710; Cable, ITLACIT.

Cologne, Germany — BEA Cologne/Bonn Airport; Phone, Ports 4151; Cable, BEALINE.

Copenhagen, Denmark — Vesterbrogade 2B; Phone, Minerva 6090; Cable, BEALINE.

Cyprus — Cyprus Airways, Nicosia Airport; Nicosia 3054; Cable, CYPRAIR.

Dinard, France — BEA c/o Jules Boutin Travel Bureau, 1 Rue Levassour; Phone, 461313; Cable, TRAV-ELBOUTIN.

Dublin, Eire — Aer Lingus, Cargo Branch, Dublin Airport; Phone, 46851; Cable, AERLINGUS.

Düsseldorf, Germany — BEA Lohausen Airport; Phone, 444751; Cable, BEALINE.

Edinburgh, Scotland — BEA Cargo Section Turmhouse Airport; Phone, Corstorphine 2351, Ext. 251; Cable, BEALINE.

Frankfurt, Germany — BEA, Frankfurt Airport; Phone, 6.94.33; Cable, BEALINE.

Geneva, Switzerland — BEA, c/o Swissair, Place Montbillion; Phone, 32.62.20; Cable, BEALINE.

Gibraltar — M. H. Bland & Co., Cloister Building, Market Lane; Phone, A2151, Cable, GIBAIR.

Glasgow, Scotland — BEA, 39 St. Enoch Square; Phone, City 7311-6; Cable, BEALINE.

Guernsey, Channel Isles — BEA, 4 South Esplanade, St. Peter Port; Phone, Central 1253; Cable, BEALINE.

Hamburg, Germany — BEA, Fuhlsbüttel Airport; Phone, 591001 Ext. 352/3; Cable, BEALINE.

Hanover, Germany — BEA, Langenhagen Airport; Phone, 77501, Ext. 359/60; Cable, BEALINE.

Inverness, Scotland — BEA Booking Office, 13 Queensgate; Phone, 720/1; Cable, BEALINE.

Islay, Scotland — BEA Glenegedale Airport; Phone, Port Ellen 22; Cable, BEALINE PORT ELLEN.

Isle of Man, Br. Is. — BEA Ronaldsway Airport, Ballasalla; Phone, Castletown 2166; Cable, BEALINE.

Isles of Scilly, Br. Is. — BEA The Airport St. Mary's; Phone, Scillonias 46; Cable, BEALINE ST. MARYS.

Istanbul, Turkey — BEA Cumhuriyet Caddesi 10; Phone, 47.67.75/7; Cable, BEALINE.

Jersey, Channel Isles — BEA Cargo Section, The Airport; Phone, Southern 200; Cable, BEALINE.

Lisbon, Portugal — BEA Avenida da Liberdade 23-27; Phone, 30931/2/3; Cable, BEAC.

Liverpool, England — BEA Liverpool Airport; Phone, Garston 4191; Cable, BEALINE.

London, England — BEA Air Cargo Depot, 14 Dilke Street, Chelsea; Embankment S.W.3; Phone, Flaxman 8141 & Telex 2-2107; Cable, BEALINE.

BEA Cargo Depot, London Airport Central, Hounslow, Middx.; Phone, Skypost 2242 & Telex No. 2-2707; Cable, BEALINE; WIRE, LONDON.

Madrid, Spain — BEA Avenida José Antonio 68; Phone, 47.53.00; Cable, BEALINE.

Malta — The Malta Airlines, Phoenicia Hotel, Valetta and 235 Kingsway, Valetta; Phone, Central 5241; Ex. 21 & Central 5471/2; Cable, AIRTOURS.

Manchester, England — BEA Cargo Section, Manchester Airport; Phone, Mercury 5277; Cable, BEALINE.

BEA Cargo Office, 1, Central St., Manchester 2; Phone, Deansgate 7234.

Milan, Italy — BEA Via Cesariano 7; Phone 311051.

Moscow, U.S.S.R. — c/o Intourist Travel Bureau, Metropol Hotel, 2/4 Pa Sverdlova; Phone 288319; Cable, BEALINE.

Munich, Germany — BEA Riem Airport; Phone, 4-70060; Cable, BEALINE.

Naples, Italy — BEA Via Partenope 38; Phone, 39.16.50; Cable, BEALINE.

Nice, France — BEA c/o Air France 3, Rue Desbottins; Phone, 892.66; Cable, BEALINE.



**Orkney, Scotland**—BEA 69 Albert Street, Kirkwall; Phone, Kirkwall 159; Cable, BEALINE KIRK WALL.

**Oslo, Norway**—BEA c/o S.A.S., Kirkegate 6B; Phone, 42.98.74; Cable, BEALINE.

**Palma, Mallorca**—BEA Avenida Jaime III, 6; Phone, 15339; Cable, BEALINE.

**Paris, France**—BEA c/o Hermu Peron, Le Bourget Airport; Phone, Aviation 12.79; Cable, BEALINE.

**Penzance, England**—BEA The Airport, St. Just Cornwall; Phone, St. Just 79; Cable, BEALINE.

**Prato, Italy**—BEA Piazza S. Maria delle Carceri 15; Phone 49.20; Cable, BEALINE.

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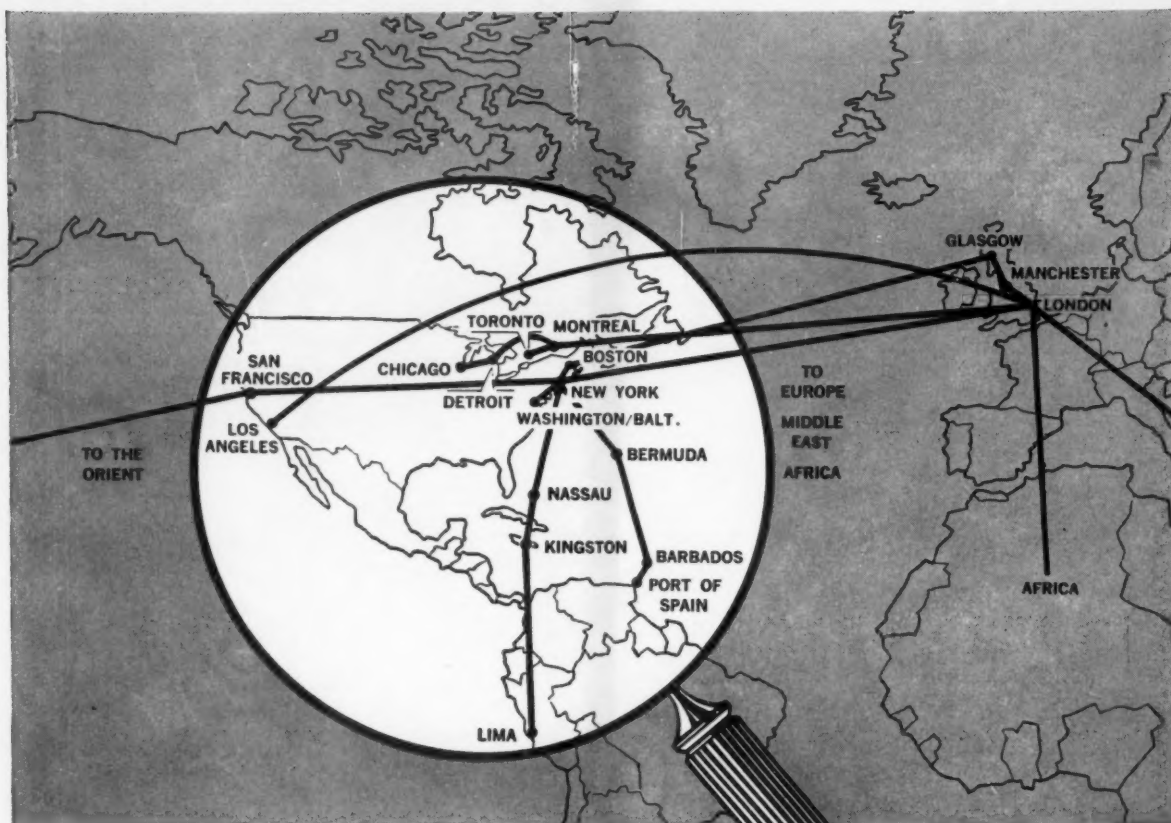
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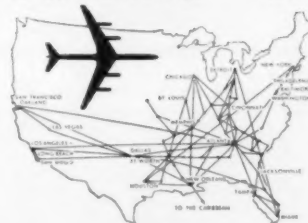
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**New York, N. Y.**—572 Fifth Ave.; Plaza 7-9200; Fide Matlochowski, CM-U. S. Also: Cargo Building, 82 Idlewild Airport; Plaza 7-9073; Jack Donnelly, CS.  
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**Philadelphia, Pa.**—1518 Walnut St.; Kingsley 6-4224; E. J. Greene, DSM.  
**Rome, Italy**—68 Via Barberini; Tel. 478518; P. A. Madden, DSM.  
**San Francisco, Cal.**—681 Market St.; EXbrook 7-5863; J. J. O'Donnell.  
**Shannon, Ireland**—Aer Lingus, Shannon Airport; Shannon 173; Tim Crowley, CM.  
**Washington, D. C.**—Suite 206, 1025 Connecticut Ave. N. W.; Sterling 3-3395; P. J. Carolan.  
**Toronto, Ont. Canada**—25 Adelaide St. East; Empire 3-2611; P. H. Hyde.  
**Zurich, Switzerland**—122/124 Limmatquai; Tel. 122/124; Mrs. Lucienne Friedrich, DSM.

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**Phone:** 27-0371.  
**Cable Address:** JALC TOKYO.  
**General Manager-Cargo Dept.** — H. Koyama.  
**Headquarters:** American Region: 240 Stockton Street, San Francisco, California.  
**Phone:** YU 6-7343.  
**Cable Address:** JALC SAN FRANCISCO.  
**General Sales Manager:** American Region: Shigeo Kameda.  
**Cargo Sales Manager:** American Region: Randall T. Holden.  
**Cargo Offices:**  
**Bangkok, Thailand:** 311/2-3 Suriwongse Rd.; Tel. 33971; Cable, JALC, Y. Shimamoto, DM.  
**Boston, Mass.**—528 Statler Office Bldg.; Hubbard 2-5390; Cable: JALC, J. O'Leary, DM.  
**Chicago, Illinois**—60 E. Monroe Street; Tel. ANdover 3-1284; Cable: JALC, M. Guzik, DM.  
**Cleveland, Ohio**—Bulkley Bldg. 1501 Euclid Avenue; Tel. CHerry 1-4331; Cable: JALC, R. Cann, DM.  
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**Nagoya, Japan**—Nagoya Kanko Hotel, Hirokoji-dori; Tel. 2-2767; Cable: JALC.

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(Excluding all shipments via Egypt, Israel, Syria, Lebanon, Jordan, Cyprus, China, Korea, the Congo, Indochina or Indonesia)

Subject to withdrawal without notice

### A—Registered Mail, excluding Registered Air Mail and Air Cargo:

All securities, including non-negotiables, documents and similar interests—10% of cargo rates with a minimum of ½¢.

Currency, including jewelry, precious stones, precious metals, etc., also miscellaneous cargo—100% of cargo rates.

### B—Registered Air Mail and/or Air Cargo and/or other shipments by air: Western Hemisphere (excluding shipments between points in Continental United States and/or Canada):

Sendings between points in Western Hemisphere:

Gold, all securities, including non-negotiables, documents and similar interests..... ½¢

All other interests..... 2½¢

Gold  
All Securities  
Including  
Non-Negotiables,  
Documents and  
Similar Interests      All Other  
Interests

### United States, Canada, West Indies, Central America, Mexico and South America: To or from:

1. (A) British Isles, Eire, Greenland, Iceland, Denmark, Norway, Sweden, France, Holland, Belgium, Luxembourg, Portugal, Spain, Switzerland, Italy.....	½¢	2½¢
(B) Finland, Germany (exc. Berlin), Austria, Trieste.....	1¢	5¢
(C) Czechoslovakia, Romania, Bulgaria, Yugoslavia; Albania, direct shipments only...	10¢	20¢
(D) Greece, Turkey .....	2½¢	5¢
2. Africa (except Egypt and the Congo).....	1½¢	2½¢
3. (A) Afghanistan .....	3¾¢	7½¢
(B) India, Pakistan, Ceylon.....	2½¢	5¢
(C) Burma .....	5¢	10¢
4. Australasia, Guam, Samoa.....	½¢	2½¢
5. (A) Malaya, Thailand, Hongkong Kowloon, Formosa.....	3¾¢	7½¢
(B) Philippines, Japan, Okinawa.....	1¢	5¢

### C—Ordinary Parcel Post, Government Insured Parcel Post, Ordinary Mail (excluding Air Mail)

### D—Express—(Excluding Air Express)—Charge Cargo War Risk Schedule Rates.

Cargo Schedule Rate

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Osaka, Japan — Roeko Bldg., 43 Banzai-cho, Kita-ku; Tel. 36-3736/7; Cable: JALC.

Okinawa, Ryukyu Is.—Kogyo Shoji Bldg., Miebanhi-Machi, Naha; Tel. 077/3401; Cable: JALC.

Paris, France — 43, Ave Franklin Roosevelt, Paris 8e; Tel. BALzac 0775/6; Cable: JAPANAIR.

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Phone: 184800.

Cable Address: Transaera telex Den Haag.

Manager of Freight Marketing: Dirk J. M. Koek.

U. S. Headquarters: 609 Fifth Avenue, New York, N. Y.

Phone: Plaza 9-2400.

Cable Address: KALmaera New York 19.

U. S. Cargo Manager: Alvin E. Levenson.

U. S. Cargo Traffic and Interline Manager: A. J. Rickard.

Assistant Cargo Traffic Manager: William Nash.

Cargo Offices:

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Amman, Jordan—AS SALT ROAD, P. O. Box 1304; Phone 23519, 24718.

Amsterdam, Netherlands—15a Museumplein; Phone 731212; Cable: KALMAERA.

Ankara, Turkey—Ataturk Bulvari, 67a Yenisehir, P. O. Box 1037; Phone, 128418, 120407, 127347; Cable: KAELEM.

Aruba, Neth. Antilles—Maduro Bldg., 88 Nassaustraat, P. O. Box 153; Phone, 1369, 1375; Cable: KALMAERA.

Athens, Greece — 4 Constitution Square; Phone, 30756/7/8/9; Cable: TRANSAERA.

Atlanta, Georgia—Chandler Bldg., Room 221; Phone, JACKson 5-5549; Teletype, AT 230.

Baghdad, Iraq—Munir Abbas Bldg., South Gate, P. O. Box 50; Phone, 4081/4; Cable: KALMAERA.

Bahrain, Bahrain Islands—Arabian Gulf Agencies Co. Ltd., Prior Road, Manama, P. O. Box 179; Phone, 4275, 4166; Cable: ARABGULF.

Benghazi, Libya—c/o Libyan Transport Co., Sharifa Omar Muktar, P. O. Box 94; Phone, 21-65; Cable, LIBYANTRANS.

Berlin, West Germany—Kurfürstendamm 17-1, Berlin W-30; Phone, 919181; Cable: KALMAERA.

Berlin, Eastern Germany—c/o DLH, Gontardstrasse, Stadtbahnhof 18, Berlin C-2; Phone, 516011, 516073.

Beverly Hills, California—9494 Wilshire Blvd.; Phone, CReatview 4-6233; Cable: TRANSAERA.

Beyrouth, Lebanon — International Airport, Room 36 (Basement); Phone, 20500 Ext. 269/361; Cable, KALMAERA.

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Birmingham, England—Air Terminal, Civic Centre; Phone, Midland 5741/2; Cable: KALMAERA.

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Bremen, Germany — Breitenweg 1A; Phone, 300821; Cable: KALMAERA.

Brussels, Belgium — Cantersteen 16; Phone, 134400; Cable: KALMAERA.

Budapest, Hungary—c/o Malev, Dorottya-Ut; Phone, 154-649.

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Calcutta, India—7 Chowringhee Rd.; Phone, 23-3962/3/4/5; Cable: KALMAERA.

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Cleveland, Ohio—Point Bldg., 1300 Euclid Ave.; Phone, MAIN 1-9840/1; Cable: KALMAERA.

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Colombo, Ceylon—Hemas Bldg., York Str.; Phone, 7275, 4371 (8 lines); Cable: AIR CEYLON.

Conakry, Guinea—12 Blvd. de la Poste; Cable: KALMAERA.

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Curacao, Neth. Antilles — Hendrikplein 13, (Willemstad); Phone 11252; Cable: TRANSAERA.

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Damascus, Syria, U.A.R.—56-62 Fardos St., P. O. Box 445; Phone, 13395/6; Cable: KALMAERA.

Delhi, India—9A Connaught Place; Phone, 44142, 44537, 46782; Cable: TRANSAERA.

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Dhahran, Saudi Arabia—Dhahran Airport; Phone, 4190/1; Cable: KALMAERA.

Dublin, Ireland—c/o Air Lingus, 2 Cathal Brugha St.; Phone, 42921.

Dusseldorf, Germany—Berliner Allee 21; Telex, 058-2890; Phone, 27655/6/7/8; Cable: KALMAERA.

Frankfurt, Germany—Luftfrachthof, Frankfurt Airport; Phone, 6989502; Cable: KALMAERA.

Geneva, Switzerland—Airport; Phone, 022/344500; 344509; Cable: KALMAERAOPS.

Georgetown, British Guiana—Sandbach Parker & Co., 45/46 Water St.; Phone, 6-1487; Cable: TRANSAERA.

Glasgow, Scotland—Prestwick Airport; Phone, Prestwick 79822 (Ext. 206/7); Cable: KALMAERA.

Gothenburg, Sweden—c/o SAS, Flugcentralen, Oestra Hamngatan 7; Phone, 174900/05; Cable: SASYSTEM.

Guayaquil, Ecuador—Edificio, Aspiazu, 402 Blvd. Nueve de Octubre, P. O. Box 4390; Phone, 11190/1/2; Cable: KALMAERA.

Hague, The Netherlands — Kalvermarkt 5; Phone, 134860; Cable, KLM Booking Den Haag.

Hamburg, Germany—Ballindamm 26; Phone, 331911-7; Cable: KALMAERA; Teletype, 021-1354.

Hanover, Germany—Luisenstrasse 1; Phone, 26268/69/70; Teletype, 9-22550; Cable: KALMAERA.

Hartford, Conn.—Statler-Hilton Hotel, 10 Ford St.; Phone, CHapel 6-7484/9; Cable: KALMAERA.

Havana, Cuba—Trocadero 55, Edificio Sevilla Biltmore; Phone, 8-5670; Transaera/KALMAERA.

Helsinki, Finland—c/o Aero OY, Kauppalaan Katu 3.

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Las Palmas, Canary Islands — c/o Iberia, Bravo Murillo, 8-10; Phone, 5635, 6838, 8349; Cable: IBERIA-VION.

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Lin, Austria — Schubertstrasse 1; Phone, 27021, 24057; Cable: KALMAERA; Telex, 02-107.

Lisbon, Portugal—Praca Marques de Pombal 4; Phone, 43144/5, 59167/8; Cable: KALMAERA.

London, England — 67 Clerkenwell Road, London E.C. 1; Phone, Mayfair 8803; Cable: KALMAERA-TELEX.

Los Angeles, Cal.—517 West Sixth St., Los Angeles 14; Phone, Bradshaw 2-9771; Teletype LA 329.

Luxembourg, Luxembourg — Blvd. Royal 45a, P. O. Box 248; Phone, 20981/2/3; Cable: KALMAERA; Teletype, LUX 455.

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**Manila, Philippine Isl.**—c/o PAL CITY Cargo Office, Soriano Bldg., Dasmarinas St.

**Maracaibo, Venezuela**—Avenida 5 de Julio, Edificio Leon, Local C, P. O. Box 480; Phone, 76076/7778; Cable, FRANSARA.

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**Munich, Germany**—Bundesbahnhof; Phone, (061) 354135; Cable, TRANSAERA.

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**San Francisco, Cal.**—427 Post St.; Phone, Yukon 2-0342; Teletype, SF 1171; Cable, KALMAERA.

**Santa Maria, Azores**—c/o Sata, Santa Maria Airport.

**Santiago de Chile, Chile**—Messers, Deca, Augustinas 1049; Phone, 82663.

**Sao Paulo, Brazil**—Rua Sao Luiz 120 Loja; Phone, 37-2555; Cable, KALMAERA.

**Seattle, Wash.**—Olympic Hotel, University St. Concourse, Seattle 1; Phone, Mutual 2-4556; Cable, KALMAERA.

**Shannon, Ireland**—Airport; Phone, 79; Cable, KALMAERA.

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**Sofia, Bulgaria**—c/o TABSO, Place N. Sobranie 12; Phone, 70182, 84594; Cable, TABSO.

**Stavanger, Norway**—c/o SAS, Sola Airport I; Phone, 44241; Teletype, 3020; Cable, SASYSYSTEM.

**St. Kitts, West Indies**—Ryan & Udenberg, Bay Road, Basseterre, P. O. Box 43; Cable, TRANSAERA.

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**Stockholm, Sweden**—3B Hamngatan; Phone, 218977; Cable, TRANSAERA.

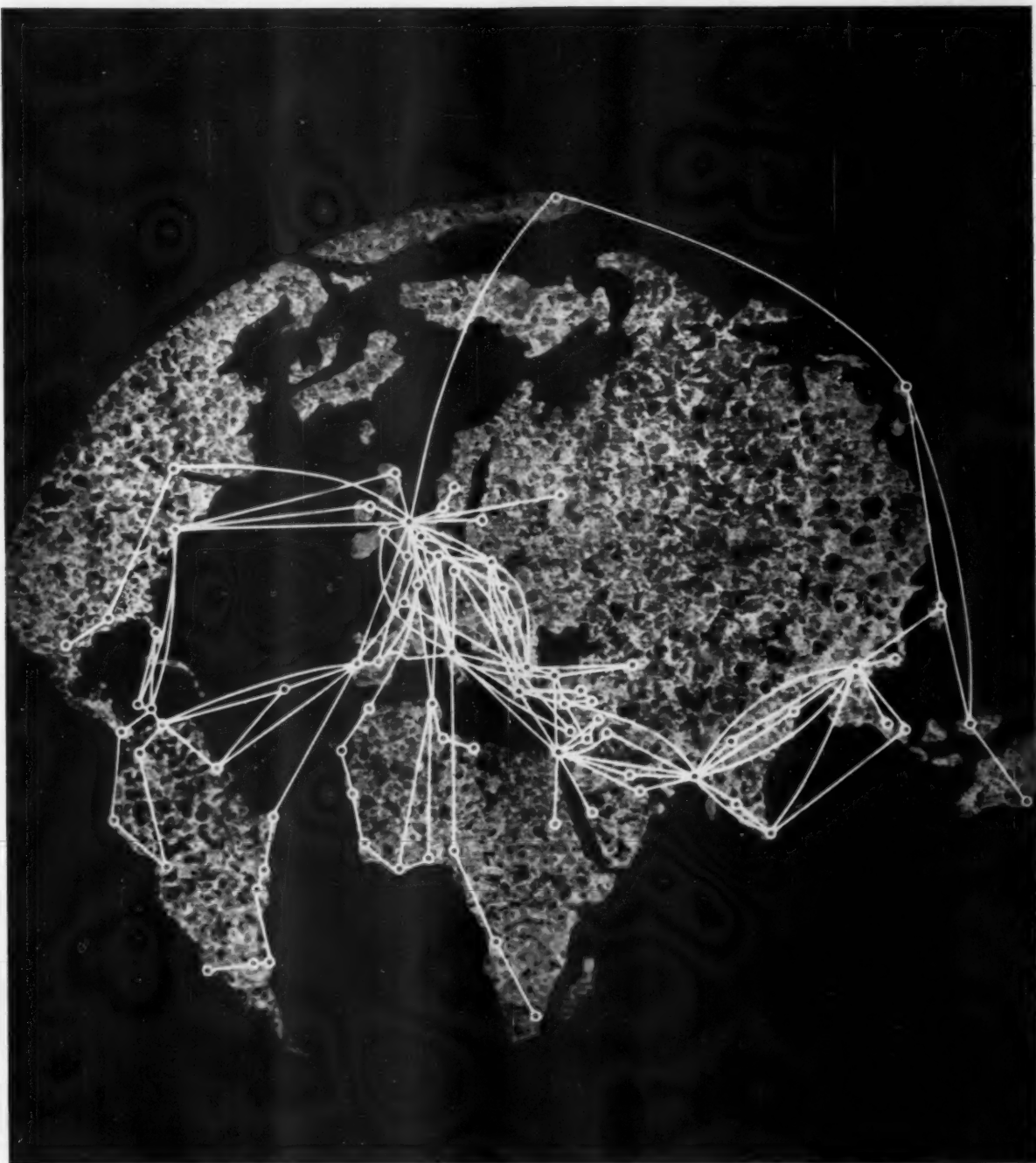
## DOMESTIC AIR PARCEL POST RATES

Zone	First pound over		Additional	
	pounds		pounds	
	Cents		Cents	
1, 2, and 3.....	60		48	
4.....	65		50	
5.....	70		55	
6.....	75		64	
7.....	75		72	
8.....	80		80	

Weight	Zones 1, 2 & 3	Zone 4	Zone 5	Zone 6	Zone 7	Zone 8
Over 8 ounces to—						
1 pound.....	\$0.60	\$0.65	\$0.70	\$0.75	\$0.75	\$0.80
2 pounds.....	1.08	1.15	1.26	1.39	1.47	1.60
3 pounds.....	1.56	1.65	1.82	2.03	2.19	2.40
4 pounds.....	2.04	2.15	2.38	2.67	2.91	3.20
5 pounds.....	2.52	2.65	2.94	3.31	3.63	4.00
6 pounds.....	3.00	3.15	3.50	3.95	4.35	4.80
7 pounds.....	3.48	3.65	4.06	4.59	5.07	5.60
8 pounds.....	3.96	4.15	4.62	5.23	5.79	6.40
9 pounds.....	4.44	4.65	5.18	5.87	6.51	7.20
10 pounds.....	4.92	5.15	5.74	6.51	7.23	8.00
11 pounds.....	5.40	5.65	6.30	7.15	7.95	8.80
12 pounds.....	5.88	6.15	6.86	7.79	8.67	9.60
13 pounds.....	6.36	6.65	7.42	8.43	9.39	10.40
14 pounds.....	6.84	7.15	7.98	9.07	10.11	11.20
15 pounds.....	7.32	7.65	8.54	9.71	10.83	12.00
16 pounds.....	7.80	8.15	9.10	10.35	11.55	12.80
17 pounds.....	8.28	8.65	9.66	10.99	12.27	13.60
18 pounds.....	8.76	9.15	10.22	11.63	12.99	14.40
19 pounds.....	9.24	9.65	10.78	12.27	13.71	15.20
20 pounds.....	9.72	10.15	11.34	12.91	14.43	16.00
21 pounds.....	10.20	10.65	11.90	13.55	15.15	16.80
22 pounds.....	10.68	11.15	12.46	14.19	15.87	17.60
23 pounds.....	11.16	11.65	13.02	14.83	16.59	18.40
24 pounds.....	11.64	12.15	13.58	15.47	17.31	19.20
25 pounds.....	12.12	12.65	14.14	16.11	18.03	20.00
26 pounds.....	12.60	13.15	14.70	16.75	18.75	20.80
27 pounds.....	13.08	13.65	15.26	17.39	19.47	21.60
28 pounds.....	13.56	14.15	15.82	18.03	20.19	22.40
29 pounds.....	14.04	14.65	16.38	18.67	20.91	23.20
30 pounds.....	14.52	15.15	16.94	19.31	21.63	24.00
31 pounds.....	15.00	15.65	17.50	19.95	22.35	24.80
32 pounds.....	15.48	16.15	18.06	20.59	23.07	25.60
33 pounds.....	15.96	16.65	18.62	21.23	23.79	26.40
34 pounds.....	16.44	17.15	19.18	21.87	24.51	27.20
35 pounds.....	16.92	17.65	19.74	22.51	25.23	28.00
36 pounds.....	17.40	18.15	20.30	23.15	25.95	28.80
37 pounds.....	17.88	18.65	20.86	23.79	26.67	29.60
38 pounds.....	18.36	19.15	21.42	24.43	27.39	30.40
39 pounds.....	18.84	19.65	21.98	25.07	28.11	31.20
40 pounds.....	19.32	20.15	22.54	25.71	28.83	32.00
41 pounds.....	19.80	20.65	23.10	26.35	29.55	32.80
42 pounds.....	20.28	21.15	23.66	26.99	30.27	33.60
43 pounds.....	20.76	21.65	24.22	27.63	30.99	34.40
44 pounds.....	21.24	22.15	24.78	28.27	31.71	35.20
45 pounds.....	21.72	22.65	25.34	28.91	32.43	36.00
46 pounds.....	22.20	23.15	25.90	29.55	33.15	36.80
47 pounds.....	22.68	23.65	26.46	30.19	33.87	37.60
48 pounds.....	23.16	24.15	27.02	30.83	34.59	38.40
49 pounds.....	23.64	24.65	27.58	31.47	35.31	39.20
50 pounds.....	24.12	25.15	28.14	32.11	36.03	40.00
51 pounds.....	24.60	25.65	28.70	32.75	36.75	40.80
52 pounds.....	25.08	26.15	29.26	33.39	37.47	41.60
53 pounds.....	25.56	26.65	29.82	34.03	38.19	42.40
54 pounds.....	26.04	27.15	30.38	34.67	38.91	43.20
55 pounds.....	26.52	27.65	30.94	35.31	39.63	44.00
56 pounds.....	27.00	28.15	31.50	35.95	40.35	44.80
57 pounds.....	27.48	28.65	32.06	36.59	41.07	45.60
58 pounds.....	27.96	29.15	32.62	37.23	41.79	46.40
59 pounds.....	28.44	29.65	33.18	37.87	42.51	47.20
60 pounds.....	28.92	30.15	33.74	38.51	43.23	48.00
61 pounds.....	29.40	30.65	34.30	39.15	43.95	48.80
62 pounds.....	29.88	31.15	34.86	39.79	44.67	49.60
63 pounds.....	30.36	31.65	35.42	40.43	45.39	50.40
64 pounds.....	30.84	32.15	35.98	41.07	46.11	51.20
65 pounds.....	31.32	32.65	36.54	41.71	46.83	52.00
66 pounds.....	31.80	33.15	37.10	42.35	47.55	52.80
67 pounds.....	32.28	33.65	37.66	42.99	48.27	53.60
68 pounds.....	32.76	34.15	38.22	43.63	48.99	54.40
69 pounds.....	33.24	34.65	38.78	44.27	49.71	55.20
70 pounds.....	33.72	35.15	39.34	44.91	50.43	56.00





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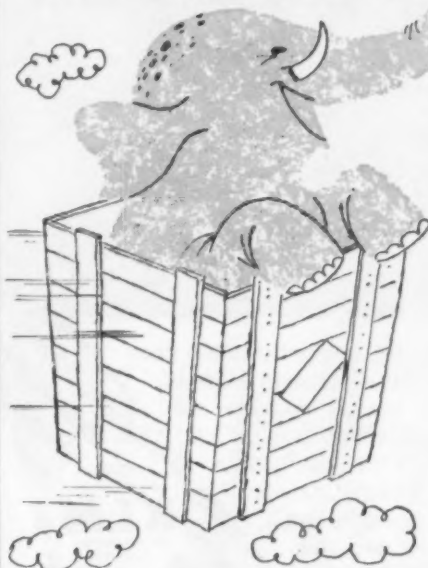
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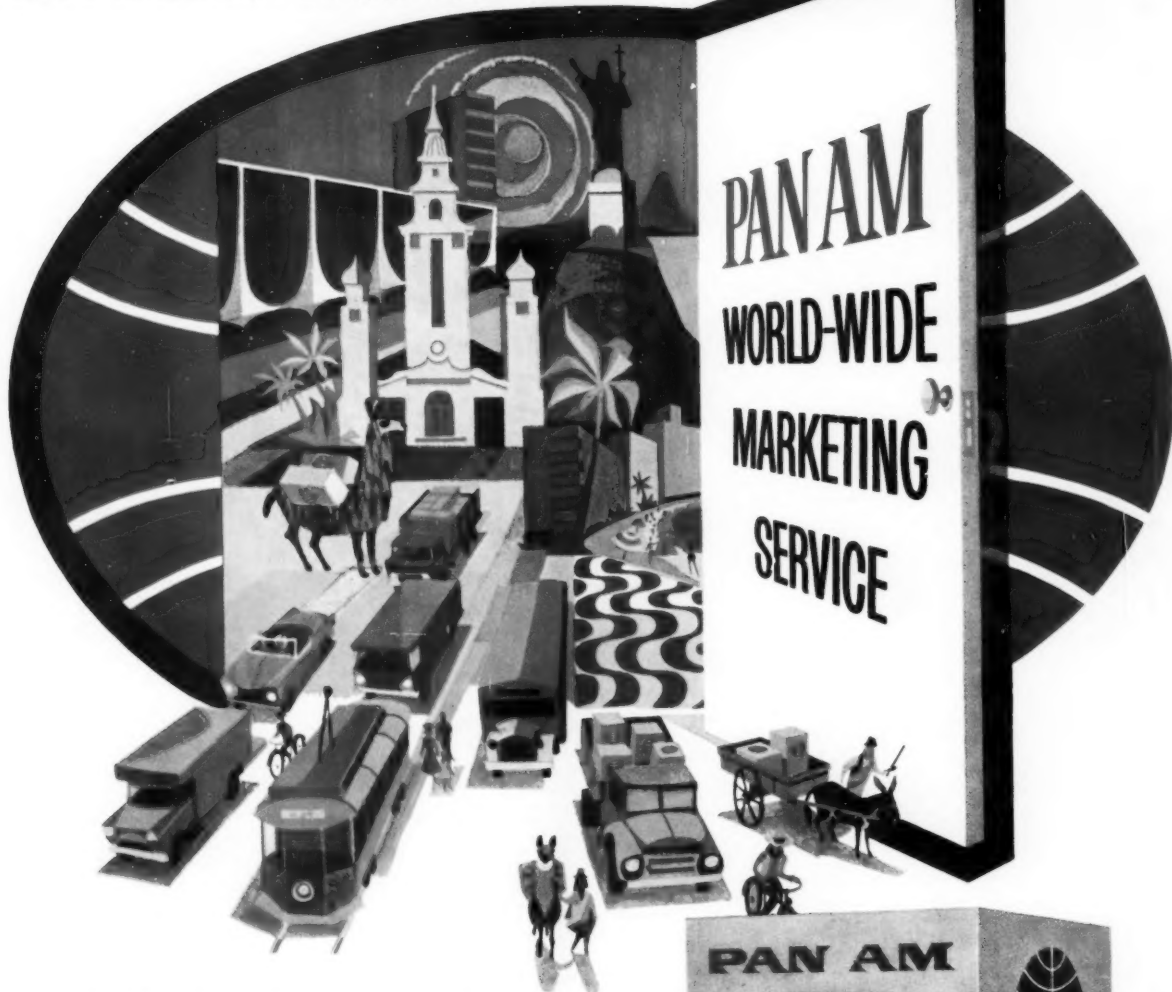
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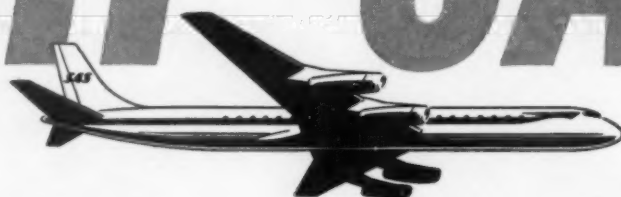
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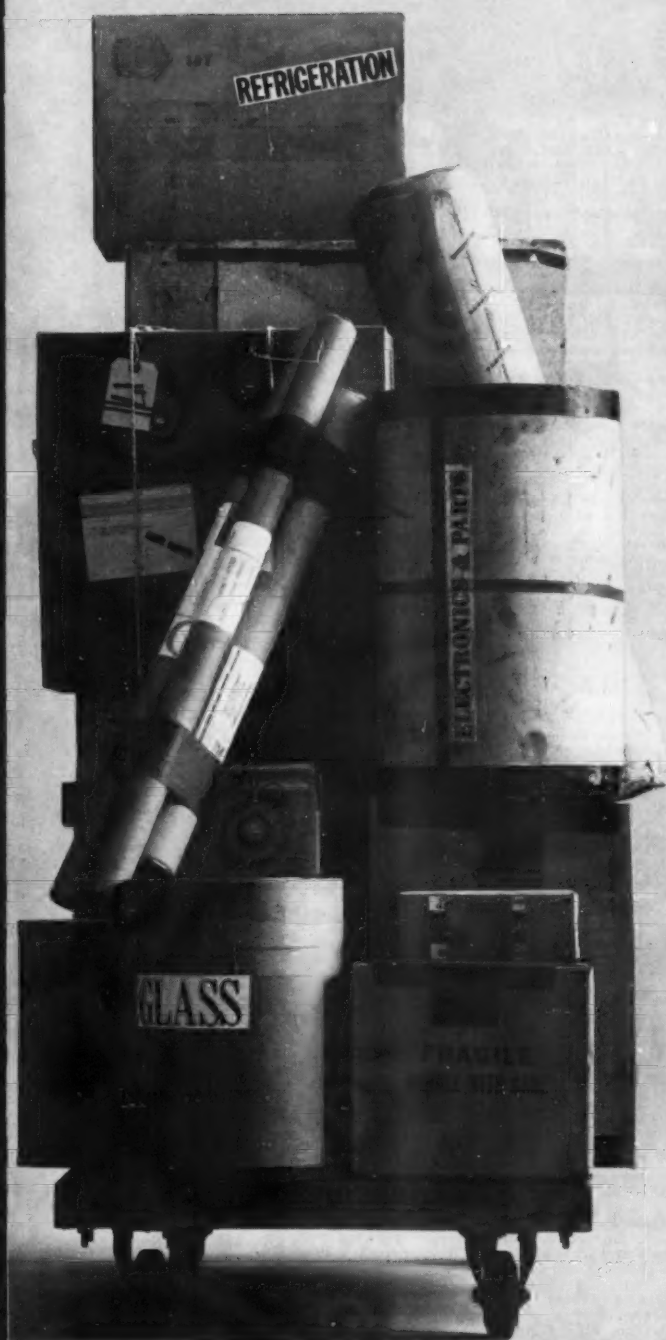
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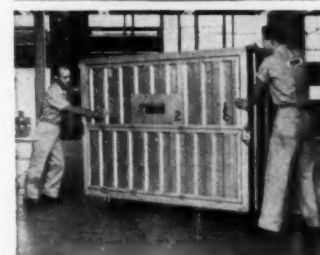


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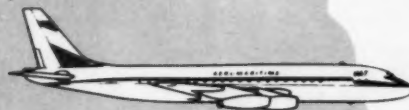
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**New York, N. Y.**—80 E. 42nd St.; TN 7-2100; W. F. Connolly; Idlewild Airport, Olympia 6-7300; LaGuardia Airport, Olympia 6-7300.

**Newport News, Va.**—Patrick Henry Airport; 596-1141.

**Norfolk, Va.**—Royster Bldg.; MA 7-7411; SM; Airport, UL 3-3646.

**Oakland, Calif.**—1930 Broadway; Templebar 4-4000; SM; Airport, LO 2-0522.

**Omaha, Neb.**—230 W.O.W. Bldg.; 346-6700; SM; Airport (same).

**Pendleton, Ore.**—Municipal Airport; Crestview 6-7211.

**Philadelphia, Pa.**—1620 Walnut St.; Locust 8-2830; E. R. Carnahan; Airport, SA 7-9234.

**Pittsburgh, Pa.**—Penn-Sheraton Hotel; Locust 3-7530; SM; Airport, FE 1-7577.

**Portland, Ore.**—640 S. W. Broadway; Capital 6-2361; SM; Airport (same).

**Providence, R. I.**—State Airport (Warwick); TE 1-6950.

**Raleigh-Durham, N. C.**—Raleigh-Durham Airport; Temple 2-3876.

**Reno, Nev.**—Hotel Riverside Bldg.; Fairview 9-1020; SM; Airport (same).

**Richmond, Va.**—Byrd Airport; 737-4117.

**Rochester, N. Y.**—Municipal Airport; Baker 5-5951.

**Sacramento, Calif.**—Hotel Senator; Garden 1-1000; SM; Airport (same).

**Saginaw, Mich.**—Tri-City Airport; Oxbow 5-6371.

**Salem, Ore.**—McNary Field; Empire 2-2441.

**Salt Lake City, Utah**—Municipal Airport; Harrison 4-0878.

**Salt Lake City, Utah**—Hotel Utah; Davis 8-8044; SM; Airport (same).

**San Diego, Calif.**—235 Broadway; Belmont 4-7171; SM; Airport (same).

**San Jose, Calif.**—52 N. 1st St.; Cypress 4-3758.

**San Francisco, Calif.**—400 Post St.; Exbrook 7-2620; F. L. Olson; Airport, June 8-2424.

**Santa Barbara, Calif.**—Municipal Airport; 967-1255.

**Seattle, Wash.**—1225 Fourth Ave.; Mutual 2-3700; SM; Airport, Cherry 4-4000.

**South Bend, Ind.**—Pick-Oliver Hotel; Central 2-8277; SM; Airport, Central 2-4811.

**Spokane, Wash.**—237 Peyton Bldg.; Madison 4-2288; SM; Airport, Temple 8-8222.

**Springfield, Mass.**—Hotel Sheraton-Kimball; Republic 9-4751; SM; Airport (same).

**Stockton, Calif.**—Stockton Field; Howard 6-9755.

**Sydney, Australia**—229 MacQuarie St.; SM.

**Tacoma, Wash.**—777 Broadway; Fulton 3-2656; SM; Airport, Fulton 3-1661.

**Tampa, Fla.**—317 First Nat. Bank Bldg.; 2-4996; SM; Airport, RE 6-5109.

**Tokyo, Japan**—Imperial Hotel; 59-7025; SM.

**Toledo, O.**—515 Jefferson Ave.; 248-3521; SM; Airport, 865-5261.

**Vancouver, B. C.**—904 Helmcken St.; Mutual 3-7111; SM; Airport, Crestwood 8-2177.

**Visalia, Calif.**—Municipal Airport; Redwood 4-9293.

**Washington, D. C.**—1120 Connecticut Ave., N. W.; RE 7-6830; SM; Airport, Sterling 3-0895.

**West Palm Beach, Fla.**—West Palm Beach Int. Airport; Overland 3-4557.

**Williamsport, Pa.**—Williamsport Airport; 368-8635.

**Winston Salem, N. C.**—Smith Reynolds Airport; 724-9382.

**Youngstown, O.**—121-131 W. Boardman St.; Riverside 4-5338; SM; Airport, Liberty 5-9744.

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U. S. Headquarters: 630 Third Ave., New York 17, N. Y.

Phone: Murray Hill 2-3100.

U. S. Manager: Mauricio Soares.

General Sales Manager: Carlos Pelicano.

Intertine Manager: R. B. Freeman.

Cargo Sales Manager: Henry Maass.

Cargo Offices:

**Belem, Brazil**—Praca da Republica 49; Tel. 5181.

**Boston, Mass.**—20 Providence St.; LI 2-5200.

**Brasilia, Brazil**—Setor Comercial-Sul Quadra 306, Lotes 16-17; Tel., 2-0488.

**Buenos Aires, Argentina**—Av. Roque Saenz Pena 764; Tel. 49-0238.

**Campinas, Brazil**—Rua Costa Agular; Tel. 698-10 Andar.

**Chicago, Illinois**—37 S. Wabash Ave.; State 2-4688.

**Ciudad Trujillo, Dom. Rep.**—Calle El Conde; Tel. 7770.

**Cologne, Germany**—Martinsfeld 20-22.

**Los Angeles, Calif.**—613 S. Hill St.; Madison 4-1192.

**Miami, Florida**—121 S. E. 3rd Ave.; Franklin 7-4021.

**Montevideo, Uruguay**—Av. 15 de Julio 1121; Tels. 9-25-91, 9-26-00, 9-55-10.

**Montreal, P. Q., Canada**—1117 St. Catherine St. West, Victor 2-4421.

**Natal, Brazil**—Av. Tavares Lira 87; Tels. 15-49, 22-25.



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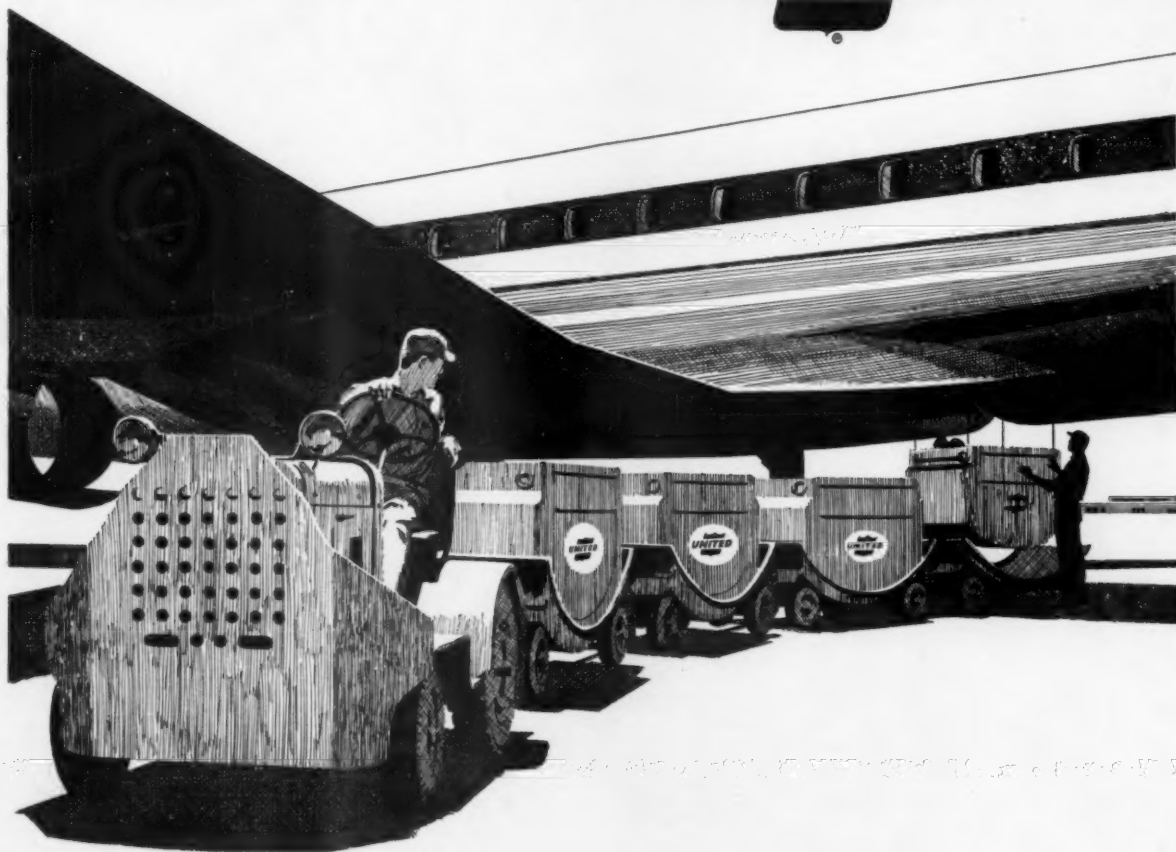
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 Porto Alegre, Brazil—Andradas 1357; Tel., 63-33.  
 Rio de Janeiro, Brazil—Rua Santa Luzia 827A; Tel. 52-37-00.  
 San Francisco, California—213 Stockton St.; SUTTER 1-8600.  
 Sao Paulo, Brazil—Rua Libero Badaro 141; Tel. 35-24-75.  
 Washington, D. C.—1509 K St., N.W.; District 7-1930.  
 Zurich, Switzerland—Nuschelestrasse 31; Tel., 27-67-67.

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#### Cargo Offices:

Aberdeen-Hoquiam, Wash.—General 8-6661; Ed Lang, SNM.  
 Albany, Ore.—Corvallis, Ore.—Plaza 3-4232; Richard Manning, SNM.  
 Astoria-Seaside, Ore.—Walnut 1-2551; Norman Martin, SNM.  
 Baker, Ore.—Jackson 3-5744; Richard Grissom, A.  
 Bellingham, Wash.—Regent 4-4800; Ralph Koss, A.  
 Bend-Redmond, Ore.—Lincoln 8-2976; Zane Patterson, A.  
 Boise, Ida.—Boise 2-3661; Ed La Shane, SNM.  
 Burley, Ida.—Rupert, Ida.—Orchard 8-7402; T. Parish, SA.  
 Burns, Ore.—Tel. 5101; Carl Davis, A.  
 Calgary, Alb., Canada—Crestview 7-0755; Maurice Hamilton, SNM.  
 Coeur d'Alene, Ida.—Mohawk 4-5313; Ed Tietjen, SA.  
 Cutbank-Sheleby, Mont.—West 5-4163; Gary Heller, A.  
 Ephrata, Wash.—Moses Lake, Wash.—Skyline 4-2522; James Barott.  
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 Great Falls, Mont.—Glendale 4-1396.  
 Halley-Sun Valley-Ketchum, Ida.—Tel. 340; Earl Downing, SA.  
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 Lakeview, Ore.—Whitehall 7-2211; John Down, A.  
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 Pocatello, Ida.—CEDAR 3-3584; William Lane, SNM.  
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 Salem, Ore.—Justice 1-2448; Robert Meals, SNM.  
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 Cheyenne, Wyo.—6388916.  
 Denver, Colo.—EAST 2-1837.  
 Edmonton, Alb., Canada—Glendale 5-4197.  
 Great Falls, Mont.—GL-34355.  
 Helena, Mont.—Hickory 2-8550.  
 Huron, S. D.—Elgin 2-8601.  
 Idaho Falls, Idaho—JACKSON 2-8161.  
 Las Vegas, Nev.—DUDLEY 2100.  
 Long Beach, Calif.—HA 1-8271.  
 Los Angeles, Calif.—Spring 6-2345.  
 Mexico, D. F., Mexico  
 Minneapolis, Minn.—Parkway 1-3383.  
 Oakland, Calif.—Lockhaven 8-3012.  
 Ontario, Calif.—YUKON 6-1119.  
 Palm Springs, Calif.—Fairview 5-2709.  
 Phoenix, Ariz.—Bridge 6-6271.  
 Pierre, S. D.—CA 4-7372.  
 Pocatello, Idaho—CE 2-8756.  
 Portland, Ore.—AT 8-5771.  
 Rapid City, S. D.—Fillmore 2-7110.  
 Reno, Nev.—Fairview 3-1801.  
 Saint Paul, Minn.—Parkway 1-3383.  
 Salt Lake City, Utah—DA 2-0186.  
 San Bernardino, Calif.—YUKON 6-1119.  
 San Diego, Calif.—CYPRESS 5-1161.  
 San Francisco, Calif.—PLAZA 6-0677.  
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Origin	Dest.	Wgt.	Frts. Chgs.	TAG Chgs.
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New York	Paris	56 lbs.	\$ 60.48	\$1.00

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# AIR CARGO SERVICES TO DESTINATIONS OF THE WORLD

**Note:** This section is devoted to listing those airlines which offer cargo services to the cities named. Not all of these air carriers serve the foreign cities from the United States (see Footnote 1). However, interline agreements among the airlines allow swift transportation of shipments between any two cities in the world. For addresses of United States airlines, as well as those foreign air carriers serving United States points, consult the Airline Cargo Directory (Page 2).

<sup>1</sup> Carrier has no United States route.

<sup>2</sup> Does not operate to or from the United States mainland.

<sup>3</sup> Flag stop.

<sup>4</sup> When required for large shipments of reserved cargo.

<sup>5</sup> Flies express; no freight.

<sup>6</sup> Charter flights.

<sup>7</sup> Connects with company's transatlantic passenger-cargo service.

<sup>8</sup> European all-cargo service only.

<sup>9</sup> Miami-Panama all-cargo only

	Pass.- Cargo	All- Cargo
<b>ABADAN, IRAN</b>		
BOAC.....	X	
Iranair <sup>1</sup> .....		
KLM.....	X	
SAS.....	X	
Swissair.....	X	

## ABIDJAN, IVORY COAST

Air France <sup>2</sup> .....	X
UAT.....	X <sup>3</sup>

**Ship to Abidjan via  
UAT FRENCH AIRLINES**

## ACCRA, GHANA

Air France.....	X
BOAC.....	X
Ghana <sup>1</sup> .....	X
KLM <sup>2</sup> .....	X
Pan American.....	X
UAT <sup>3</sup> .....	X

## ADDIS ABABA, ETHIOPIA

Ethiopian.....	X
----------------	---

**Ship to Addis Ababa via**

**ETHIOPIAN  
AIRLINES**

## ADEN, ADEN

Air India.....	X
Alitalia.....	X
BOAC.....	X
Ethiopian <sup>1</sup> .....	X
Middle East <sup>1</sup> .....	X

**Shipping to Aden? Specify  
ETHIOPIAN AIRLINES**

## AJACCIO, CORSICA

Air France <sup>1</sup> .....	X
BEA <sup>1</sup> .....	X

## ALLENTOWN, PA.

Eastern.....	X
TWA.....	X
United.....	X

## AKRON, OHIO

American.....	X	
Capital.....	X	
Eastern.....	X	
Flying Tiger.....		X
Lake Central.....	X	
United.....	X	X

## ALBANY, NEW YORK

American.....	X	
Flying Tiger.....		X
TWA.....	X	

## ALBUQUERQUE, N. M.

Continental.....	X	
Frontier.....	X	
TWA.....	X	

## ALGIERS, ALGERIA

Air France.....	X	
Royal Air Maroc <sup>1</sup> .....	X	
TWA.....	X	
Tunis <sup>1</sup> .....	X	

## AMARILLO, TEXAS

Braniff.....	X	
Central.....	X	
Continental.....	X	
TWA.....	X	

## AMSTERDAM, NETHERLANDS

Aeroflot <sup>1</sup> .....	X	
Aero O/Y <sup>1</sup> .....	X	
Air Ceylon <sup>1</sup> .....	X	
Alitalia.....	X	
BEA <sup>1</sup> .....	X	
Canadian Pacific <sup>1</sup> .....	X	
Czechoslovakian <sup>1</sup> .....	X	
El Al.....	X	
Icelandic.....	X	
Irish.....	X	
KLM.....	X	X
LOT <sup>1</sup> .....	X	
Malev <sup>1</sup> .....	X	
Olympic <sup>1</sup> .....	X	
Pan American.....	X	X
SAS.....	X	
Sabena.....	X	X
Seaboard.....		X
South African <sup>1</sup> .....	X	
Swissair.....	X	

**Ship to Amsterdam via**

**KLM**

**Fly your Amsterdam freight via  
SEABOARD**

## ANCHORAGE, ALASKA

Air France.....	X
Alaska.....	X
Cordova <sup>1</sup> .....	X
Northern Consolidated <sup>2</sup> .....	X
Northwest.....	X
Pacific Northern.....	X
Reeve <sup>3</sup> .....	X
SAS.....	X

**Ship to Anchorage via  
ALASKA AIRLINES**

## ANKARA, TURKEY

Air France.....	X
Air Liban <sup>1</sup> .....	X
Ariana <sup>1</sup> .....	X
Cyprus <sup>1</sup> .....	X
Iranair <sup>1</sup> .....	X
KLM.....	X
Middle East <sup>1</sup> .....	X
Pan American.....	X
SAS.....	X
Sabena.....	X
Swissair.....	X

## AMMAN, JORDAN

BOAC.....	X
KLM.....	X

## ANTIGUA, B.W.I.

BWIA.....	X
Pan American.....	X
Trans-Canada.....	X

## ANTOFAGASTA, CHILE

Ini.....	X
I.A.N.....	X
Panagra.....	X
Peruana.....	X

## ARICA, CHILE

LAN.....	X
Panagra.....	X

## ARUBA, N. W. I.

KLM.....	X
Ransa.....	X
Trans Caribbean.....	X

**Ship to Aruba via  
TRANS CARIBBEAN**

## ASHEVILLE, N. C.

Delta.....	X
Piedmont.....	X
United.....	X

	Pass.- Cargo	All- Cargo
<b>ASMARA, ERITREA</b>		
Swissair.....	X	
Ethiopian.....	X	

**Shipping to Asmara? Specify  
ETHIOPIAN AIRLINES**

**ASUNCION, PARAGUAY**

Argentinas.....	X	
Brannif.....	X	
Pan American.....	X	
Panair.....	X	
TSA.....	X	
Varig.....	X	

**ATHENS, GREECE**

Air France.....	X	
Alitalia.....	X	
BEA.....	X	
BOAC.....	X	
Cyprus.....	X	
El Al.....	X	
Ethiopian.....	X	
KLM.....	X	
Lufthansa.....	X	
Middle East.....	X	
Olympic.....	X	
Qantas.....	X	
SAS.....	X	
Sabena.....	X	
South African.....	X	
Swissair.....	X	
TAI.....	X	
TWA.....	X	

**ATLANTA, GEORGIA**

Brannif.....	X	
United.....	X	
Delta.....	X	
Eastern.....	X	
Northwest.....	X	
Riddle.....	X	
Southern.....	X	
TWA.....	X	

*Ship to Atlanta via*

**DELTA AIR LINES**

**AUCKLAND, N. Z.**

Canadian Pacific.....	X	
Pan American.....	X	
Qantas.....	X	
TAI.....	X	
TEAL.....	X	

**BAGHDAD, IRAQ**

Alitalia.....	X	
BOAC.....	X	
Iranair.....	X	
KLM.....	X	
Lufthansa.....	X	
Middle East.....	X	
Pan American.....	X	
SAS.....	X	
Swissair.....	X	

**BAHREIN, PERSIAN GULF**

Air Ceylon.....	X	
Ariana.....	X	
BOAC.....	X	
Cyprus.....	X	
KLM.....	X	
Lebanese.....	X	
Middle East.....	X	
Qantas.....	X	
Swissair.....	X	

**BALTIMORE, MARYLAND**

Allegheny.....	X	
American.....	X	
Delta.....	X	
Eagle.....	X	
Eastern.....	X	
Lake Central.....	X	

(Continued)

	Pass.- Cargo	All- Cargo
<b>BAMAKO, MALI REP.</b>		
Air France.....	X	
UAT.....	X	
<b>BANGKOK, THAILAND</b>		
Air France.....	X	
Air India.....	X	
BOAC.....	X	
CAT.....	X	
Cathay.....	X	
Japan.....	X	
KLM.....	X	
Lufthansa.....	X	
Pan American.....	X	
Qantas.....	X	
SAS.....	X	
Swissair.....	X	
TAI.....	X	

**BANGUI, C. A. R.**

Air France.....	X	
UAT.....	X	

**BARBADOS, B. W. I.**

Air France.....	X	
BOAC.....	X	
BWIA.....	X	
LAV.....	X	
Pan American.....	X	
Trans-Canada.....	X	
<b>BARCELONA, SPAIN</b>		
Air France.....	X	
Alitalia.....	X	
BEA.....	X	
BOAC.....	X	
Ghana.....	X	
Iberia.....	X	
Irish.....	X	
KLM.....	X	
Lufthansa.....	X	
Pan American.....	X	
SAS.....	X	
Sabena.....	X	
Swissair.....	X	
West African.....	X	
<b>BARCELONA, VENEZ.</b>		
Avenas.....	X	
LAV.....	X	
Ranon.....	X	
<b>BARRANQUILLA, COLOMBIA</b>		
Avianca.....	X	
KLM.....	X	
Lloyd.....	X	
Pan American.....	X	
RAS.....	X	
<b>BASEL, SWITZERLAND</b>		
BEA.....	X	
KLM.....	X	
Seaboard.....	X	
Swissair.....	X	

*Fly your Basel freight via  
SEABOARD*

**BASTIA, FRANCE**

Air France.....	X	
UAT.....	X	

**BATON ROUGE, LA.**

Delta.....	X	
Eastern.....	X	
Southern.....	X	

**BEAUMONT, TEXAS**

Delta.....	X	
Eastern.....	X	
Trans-Texas.....	X	

**BEIRUT, LEBANON**

Air France.....	X	
Air India.....	X	
Air Jordan.....	X	
Air Liban.....	X	
Alitalia.....	X	
BEA.....	X	
BOAC.....	X	
Cyprus.....	X	
Iranair.....	X	
KLM.....	X	
Lufthansa.....	X	
Middle East.....	X	
Olympic.....	X	
Pakistan.....	X	
Pan American.....	X	
Panair.....	X	

(Continued)

	Pass.- Cargo	All- Cargo
<b>SABENA.....</b>		
SAS.....	X	
Swissair.....	X	

*Ship to Beirut via*

**SWISSAIR**

**BELEM, BRAZIL**

Pan American.....	X	
Panair.....	X	
Varig.....	X	

**BELFAST, N. IRELAND**

Irish.....	X	
BEA.....	X	

**BELGRADE, JUGOSLAVIA**

BEA.....	X	
JAT.....	X	
Swissair.....	X	

**BELIZE, BRIT. HOND.**

ASA.....	X	
SAHSA.....	X	
TACA.....	X	
TAN.....	X	

**BENGHAZI, LIBYA**

Alitalia.....	X	
BEA.....	X	
East African.....	X	
Sabena.....	X	
UAT.....	X	

**BERLIN, GERMANY**

Air France.....	X	
BEA.....	X	
KLM.....	X	
Pan American.....	X	
Swissair.....	X	

**BLAK, NETH. NEW GUINEA**

KLM.....	X	
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**BILLINGS, MONTANA**

Frontier.....	X	
Northwest.....	X	
Western.....	X	

**BIMINI, BAHAMAS**

Bahamas.....	X	
Mackey.....	X	

**BINGHAMTON, NEW YORK**

Eastern.....	X	
Flying Tiger.....	X	
Mohawk.....	X	
TWA.....	X	

**BIRMINGHAM, ALABAMA**

Delta.....	X	
Eastern.....	X	
Southern.....	X	
United.....	X	

**BIRMINGHAM, ENGLAND**

BEA.....	X	
Irish.....	X	

**BISMARCK, N. D.**

Frontier.....	X	
North Central.....	X	
Northwest.....	X	

**BLACKPOOL, ENGLAND**

Irish.....	X	
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**BOGOTA, COLOMBIA**

APA.....	X	
Air France.....	X	
Avianca.....	X	
Brannif.....	X	
Iberia.....	X	
KLM.....	X	
LAV.....	X	
Lloyd.....	X	
Panagra.....	X	
RAS.....	X	
Varig.....	X	

**BOISE, IDAHO**

Continental.....	X	
United.....	X	
West Coast.....	X	

	Pass.- Cargo	All- Cargo
<b>BOMBAY, INDIA</b>		
Air Ceylon <sup>1</sup> .....	X	
Air India.....	X	X
Alitalia.....	X	
BOAC.....	X	
East African.....	X	
Iranair <sup>1</sup> .....	X	
Middle East <sup>1</sup> .....	X	
Pakistan.....	X	
Swissair.....	X	
TWA.....	X	

*Ship to Bombay via*

**AIR-INDIA**

*Ship to Bombay via*

**✈ SWISSAIR**

<b>BORDEAUX, FRANCE</b>		
Air France <sup>6</sup> .....	X	
BEA <sup>1</sup> .....	X	X
Royal Air Maroc <sup>1</sup> .....	X	
TAP <sup>1</sup> .....	X	
UAT <sup>1</sup> .....	X	

<b>BOSTON, MASSACHUSETTS</b>		
Alitalia.....	X	
American.....	X	X
BOAC.....	X	X
Eastern.....	X	
Flying Tiger.....	X	X
Irish.....	X	
Mohawk.....	X	
National.....	X	
Northeast.....	X	
Pan American.....	X	X
Riddle.....	X	X
Trans-Canada.....	X	
TWA.....	X	
United.....	X	X

<b>BRASILIA, BRAZIL</b>		
Pan American.....	X	
Panair.....	X	
Varig.....	X	

<b>BRAZZAVILLE, F. W. I.</b>		
Air France.....	X	
KLM.....	X	
South African.....	X	
UAT.....	X	

*Ship to Brazzaville via*  
**UAT FRENCH AIRLINES**

<b>BREMEN, GERMANY</b>		
KLM.....	X	X
Lufthansa.....	X	X
SAS.....	X	

<b>BRIDGEPORT, CONN.</b>		
Allegheny.....	X	

<b>BRISBANE, AUSTRALIA</b>		
Australian National <sup>1</sup> .....	X	
Quantan.....	X	
TAA <sup>1</sup> .....	X	
TAP <sup>1</sup> .....	X	
TEAL <sup>1</sup> .....	X	

<b>BRISTOL, ENGLAND</b>		
Irish.....	X	X

<b>BROWNSVILLE, TEXAS</b>		
Braniff.....	X	
Eastern.....	X	
Pan American.....	X	

<b>BRUSSELS, BELGIUM</b>		
Aeroflot <sup>1</sup> .....	X	
Alitalia.....	X	
BEA <sup>1</sup> .....	X	X
Czech <sup>1</sup> .....	X	
EL AL.....	X	
Irish.....	X	
KLM.....	X	X
LOT <sup>1</sup> .....	X	
Lufthansa.....	X	
Malev <sup>1</sup> .....	X	
Olympic <sup>1</sup> .....	X	
Pan American.....	X	X
Sabena.....	X	X
Seaboard.....	X	
SAS.....	X	
Swissair.....	X	
Tarom <sup>1</sup> .....	X	
Trans-Canada.....	X	

*Fly your Brussels freight via*  
**SEABOARD**

<b>BUDAPEST, HUNGARY</b>		
Austrain <sup>1</sup> .....	X	
BEA <sup>1</sup> .....	X	
KLM.....	X	
Malev <sup>1</sup> .....	X	
Sabena.....	X	

<b>BUENOS AIRES, ARG.</b>		
Air France.....	X	
Alitalia.....	X	
Argentinas.....	X	
Braniff.....	X	
Canadian Pacific <sup>1</sup> .....	X	
Iberia.....	X	
INI.....	X	
KLM.....	X	
LAN.....	X	
Lufthansa.....	X	X
Pan American.....	X	
Panagra.....	X	
Panair.....	X	
Peruanas.....	X	
SAS.....	X	
Swissair.....	X	
TSA.....	X	
Varig.....	X	

*Ship to Buenos Aires via*

**INI AIRLINES**

*For shipments to*  
*Buenos Aires call*

**TSA**

<b>BUFFALO, NEW YORK</b>		
Allegheny.....	X	
American.....	X	X
Flying Tiger.....	X	
Lake Central.....	X	
Mohawk.....	X	
United.....	X	

<b>BURBANK, CALIFORNIA</b>		
Bonanza.....	X	
Flying Tiger.....	X	X
Pacific.....	X	
United.....	X	
Western.....	X	

<b>CAIRO, U. A. R.</b>		
Air France.....	X	
Air Ceylon <sup>1</sup> .....	X	
Air India.....	X	
Air Jordan <sup>1</sup> .....	X	
Alitalia.....	X	
Cyprus.....	X	
Ethiopian <sup>1</sup> .....	X	
KLM.....	X	
Lufthansa.....	X	
Middle East <sup>1</sup> .....	X	
Olympic <sup>1</sup> .....	X	
Qantas.....	X	
SAS.....	X	
Sabena.....	X	
Swissair.....	X	
TAI.....	X	
TWA.....	X	

*Ship to Cairo via*

**✈ SWISSAIR**

<b>CALCUTTA, INDIA</b>		
Air France.....	X	
Air India.....	X	X
BOAC.....	X	
Cathay.....	X	
KLM.....	X	
Lufthansa.....	X	
Pakistan.....	X	
Pan American.....	X	
Qantas.....	X	
SAS.....	X	
Swissair.....	X	
Thai <sup>1</sup> .....	X	

<b>CALGARY, ALB., CANADA</b>		
Canadian Pacific.....	X	
Trans-Canada.....	X	X
West Coast.....	X	
Western.....	X	

<b>CALI, COLOMBIA</b>		
Avianca.....	X	X
Ecuatoriana.....	X	
Lloyd.....	X	X
Panagra.....	X	

<b>CAMAGUEY, CUBA</b>		
Cubana.....	X	

<b>CANTON, OHIO</b>		
American.....	X	
Eastern.....	X	
United.....	X	

<b>CANTON ISL., PACIFIC OCEAN</b>		
Pan American.....	X	

<b>CARACAS, VENEZUELA</b>		
Air France.....	X	
Alitalia.....	X	
Avenas.....	X	X
Avianca.....	X	
BOAC.....	X	
BWIA.....	X	
Delta.....	X	
Guest.....	X	
Iberia.....	X	
KLM.....	X	X
LAV.....	X	X
Pan American.....	X	X
Ransas.....	X	
TSA.....	X	
Varig.....	X	

<b>CARDIFF, WALES</b>		
Irish.....	X	X

<b>CASABLANCA, MOROCCO</b>		
Air France.....	X	X
Air Maroc <sup>1</sup> .....	X	

(Continued)



	Pass- Cargo	All- Cargo
KLM.....	X	
Sabena.....	X	
TAI.....	X	
<b>CASTRIES, ST. LUCIA, B.W.I.</b>		
BWIA.....	X	
<b>CAYENNE, F. GUIANA</b>		
Air France.....	X	X
Pan American.....	X	
<b>CHARLESTON, S. C.</b>		
Delta.....	X	
Eastern.....	X	
National.....	X	
<b>CHARLESTON, W. VA.</b>		
American.....	X	
United.....	X	
Eastern.....	X	
Lake Central.....	X	
Piedmont.....	X	
<b>CHARLOTTE, N. C.</b>		
Delta.....	X	X
Eastern.....	X	X
Piedmont.....	X	X
Southern.....	X	X
United.....	X	X
<b>CHATTANOOGA, TENN.</b>		
Braniff.....	X	
Delta.....	X	
Eastern.....	X	
Southern.....	X	
United.....	X	
<b>CHERBOURG, FRANCE</b>		
Irish.....	X	
<b>CHESTER, ENGLAND</b>		
Starways.....	X	

Ship to Chester via  
**STARWAYS**

<b>CHEYENNE, WYOMING</b>		
Frontier.....	X	
United.....	X	
Western.....	X	
<b>CHICAGO, ILLINOIS</b>		
Air France.....	X	X
American.....	X	X
BOAC.....	X	X
Braniff.....	X	X
Continental.....	X	X
Cubana.....	X	X
Delta.....	X	X
Eastern.....	X	X
Flying Tiger.....	X	X
Lake Central.....	X	X
Lufthansa.....	X	X
Mexicana.....	X	X
North Central.....	X	X
Northwest.....	X	X
Ozark.....	X	X
Pan American.....	X	X
Riddle.....	X	X
TWA.....	X	X
Trans-Canada.....	X	X
United.....	X	X

Ship to Chicago via  
**UNITED  
AIR LINES**

	Pass- Cargo	All- Cargo
<b>CINCINNATI, OHIO</b>		
American.....	X	
Delta.....	X	X
Eastern.....	X	
Lake Central.....	X	
Piedmont.....	X	
TWA.....	X	
<b>CIUDAD TRUJILLO, D. R.</b>		
Caribbean Atlantic.....	X	
Dominican.....	X	
Pan American.....	X	
Varig.....	X	
<b>CLEVELAND, OHIO</b>		
Allegheny.....	X	
American.....	X	
Eastern.....	X	
Flying Tiger.....	X	X
Lake Central.....	X	
Northwest.....	X	
Riddle.....	X	
TWA.....	X	X
Trans-Canada.....	X	X
United.....	X	X
<b>COCHABAMBA, BOLIVIA</b>		
Lloyd <sup>1</sup> .....	X	
<b>COLOGNE, GERMANY</b>		
BEA <sup>1</sup> .....	X	X
KLM.....	X	X
Lufthansa.....	X	X
Pan American.....	X	X
Sabena.....	X	X
Seaboard.....	X	X
Swissair.....	X	X

Ship to Germany via  
**LUFTHANSA**

Fly your Cologne freight via  
**SEABOARD**

<b>COLOMBO, CEYLON</b>		
Air Ceylon <sup>1</sup> .....	X	
BOAC.....	X	
KLM.....	X	
Qantas.....	X	
<b>COLUMBUS, OHIO</b>		
American.....	X	
Delta.....	X	
Eastern.....	X	
Lake Central.....	X	
Piedmont.....	X	
TWA.....	X	
United.....	X	
<b>CONAKRY, GUINEA</b>		
Air France.....	X	
KLM.....	X	
UAT <sup>1</sup> .....	X	

Ship to Conakry via  
**UAT FRENCH AIRLINES**

<b>COPENHAGEN, DENMARK</b>		
Aero O/Y <sup>1</sup> .....	X	
Aeroflot <sup>1</sup> .....	X	
Air France.....	X	
BEA <sup>1</sup> .....	X	X
Czech <sup>1</sup> .....	X	
Flugfolag <sup>1</sup> .....	X	
Icelandic.....	X	
Irish.....	X	
Japan Air Lines.....	X	
KLM.....	X	X
LOT <sup>1</sup> .....	X	
Lufthansa.....	X	X
Malov.....	X	
Pan American.....	X	

(Continued)

	Pass- Cargo	All- Cargo
SAS.....	X	X
Sabena.....	X	X
Swissair.....	X	

Ship to Scandinavia via

**SAS**

<b>CORK, IRELAND</b>		
Irish.....	X	
<b>CORPUS CHRISTI, TEXAS</b>		
Braniff.....	X	
Eastern.....	X	
Trans-Texas.....	X	
<b>COTONOU, DAHOMEY</b>		
Air France.....	X	
TAL.....	X	
UAT <sup>1</sup> .....	X	
<b>CURACAO, N. W. I.</b>		
KLM.....	X	X
LAV.....	X	
Pan American.....	X	
Ransa.....	X	X
RAS.....	X	
<b>COX'S BAZAR, PAKISTAN</b>		
Pakistan.....	X	
<b>DACCA, PAKISTAN</b>		
Indian <sup>1</sup> .....	X	
Pakistan.....	X	
<b>DAKAR, SENEGAL</b>		
Air France.....	X	
Argentinas.....	X	
Iberia.....	X	
Lufthansa.....	X	
Pan American.....	X	
Panair <sup>1</sup> .....	X	
Swissair.....	X	
TAI.....	X	
UAT.....	X <sup>1</sup>	

Ship to Dakar via  
**UAT FRENCH AIRLINES**

<b>DALLAS, TEXAS</b>		
American.....	X	X
Braniff.....	X	X
Central.....	X	
Continental.....	X	X
Delta.....	X	
Eastern.....	X	
Mexicana.....	X	
Trans-Texas.....	X	
<b>DAMASCUS, U. A. R.</b>		
Air France.....	X	
Air India.....	X	
Air Jordan <sup>1</sup> .....	X	
Alitalia.....	X	X*
BOAC.....	X	
Iranair <sup>1</sup> .....	X	
KLM.....	X	
Middle East <sup>1</sup> .....	X	
Qantas.....	X	X
SAS.....	X	
Swissair.....	X	
<b>DARWIN, AUSTRALIA</b>		
Air India.....	X	X <sup>1</sup>
BOAC.....	X	
Cathay <sup>1</sup> .....	X	
KLM.....	X	
Qantas.....	X	X
TAL.....	X	
<b>DAYTON, OHIO</b>		
American.....	X	
Delta.....	X	

(Continued)

	Pass.- Cargo	All- Cargo
Lake Central.....	X	
TWA.....	X	
United.....	X	

#### DELHI, INDIA

Air France.....	X	
Air India.....	X	X
BOAC.....	X	X
Iranair <sup>1</sup> .....	X	
KLM.....	X	
Lebanese <sup>1</sup> .....	X	
Middle East <sup>1</sup> .....	X	
Pan American.....	X	
Qantas.....	X	
Swissair.....	X	
TAI.....	X	

#### DENVER, COLORADO

Braniff.....	X	
Central.....	X	
Continental.....	X	
Frontier.....	X	
TWA.....	X	
United.....	X	
Western.....	X	X

#### DES MOINES, IOWA

Braniff.....	X	
Ozark.....	X	
United.....	X	

#### DETROIT, MICHIGAN

Allegheny.....	X	
American.....	X	X
BOAC.....	X	X
Capital.....	X	
Delta.....	X	
Eastern.....	X	
Flying Tiger.....	X	
KHS.....	X	
Lake Central.....	X	
Mohawk.....	X	
North Central.....	X	
Northwest.....	X	X
Pan American.....	X	X
Riddle.....	X	X
TWA.....	X	
United.....	X	X

#### DHAHRAN, SAUDI ARABIA

Air Jordan <sup>1</sup> .....	X	
Iranair <sup>1</sup> .....	X	
KLM.....	X	
Kuwait <sup>1</sup> .....	X	
Lebanese <sup>1</sup> .....	X	
Lufthansa.....	X	
Middle East <sup>1</sup> .....	X	
Swissair.....	X	
TWA.....	X	

#### DJAKARTA, INDONESIA

Air India.....	X	
BOAC.....	X	X
Garuda <sup>1</sup> .....	X	
Pan American.....	X	
Qantas.....	X	
SAS.....	X	
TAI.....	X	

#### DJIBOUTI, FR. SOMALILAND

Ethiopian <sup>1</sup> .....	X	
TAI.....	X	

Shipping to Djibouti? Specify  
ETHIOPIAN AIRLINES

#### DOUALA, CAMEROONS

Air France <sup>1</sup> .....	X	
Iberia.....	X	X
UAT <sup>1</sup> .....	X	

#### DUBLIN, EIRE

BEA <sup>1</sup> .....	X	
Irish.....	X	X
KLM.....	X	

#### DUSSELDORF, GERMANY

Air France.....	X	
Air India.....	X	X
Alitalia.....	X	
BEA <sup>1</sup> .....	X	X
Irish.....	X	
KLM.....	X	X
Lufthansa.....	X	X
Pan American.....	X	X
Panair <sup>1</sup> .....	X	
SAS.....	X	
Seaboard.....	X	X
Swissair.....	X	
Trans-Canada.....	X	

Fly your Dusseldorf freight via  
SEABOARD

#### EDINBURGH, SCOTLAND

BEA <sup>1</sup> .....		
Irish.....	X	

#### EDMONTON, ALB., CANADA

Canadian Pacific <sup>1</sup> .....	X	
Northwest.....	X	
Pacific Western <sup>1</sup> .....	X	
Trans-Canada.....	X	X
Western.....	X	

#### EL PASO, TEXAS

American.....	X	
Continental.....	X	
Delta.....	X	
Trans-Texas.....	X	

#### ELIZABETHVILLE, BELG. CONGO

Sabena.....	X	
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#### ENTEBBE, UGANDA

Alitalia.....	X	
BOAC.....	X	

#### ERIE, PENNSYLVANIA

Allegheny.....	X	
Lake Central.....	X	
Mohawk.....	X	

#### FAIRBANKS, ALASKA

Alaska.....	X	
Northern Consolidated <sup>2</sup> .....	X	
Pan American.....	X	
Wien.....	X	

Ship to Fairbanks via  
ALASKA AIRLINES

#### FIJI ISLANDS

Canadian Pacific <sup>1</sup> .....	X	
Pan American.....	X	
Qantas.....	X	
TEAL <sup>1</sup> .....	X	

#### FLORENCE, ITALY

Alitalia.....	X	
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#### FORT DE FRANCE, MART.

Air France.....	X	
BWIA.....	X	
Pan American.....	X	

#### FORT LAMY, CHAD

Air France <sup>1</sup> .....	X	X
UAT <sup>1</sup> .....	X	

#### FORT LAUDERDALE, FLA.

Eastern.....	X	
Mackey.....	X	
National.....	X	
Northeast.....	X	
Northwest.....	X	
Qantas.....	X	

#### FORT WAYNE, IND.

Delta.....	X	
TWA.....	X	
United.....	X	

#### FORT WORTH, TEXAS

American.....	X	X
Braniff.....	X	
Central.....	X	
Continental.....	X	
Delta.....	X	X
Eastern.....	X	
Trans-Texas.....	X	

#### FORTALEZA, BRAZIL

Panair <sup>1</sup> .....	X	
Varig.....	X	

#### FRANKFURT, GERMANY

Air France.....	X	X
Air India.....	X	
Alitalia.....	X	
Argentinas.....	X	
Ariana <sup>1</sup> .....	X	
Austrian <sup>1</sup> .....	X	
Avianca.....	X	
BEA <sup>1</sup> .....	X	X
BOAC.....	X	X
Ethiopian <sup>1</sup> .....	X	
Iberia.....	X	
Iranair <sup>1</sup> .....	X	
Irish.....	X	
KLM.....	X	X
Lufthansa.....	X	
Middle East <sup>1</sup> .....	X	
Olympic <sup>1</sup> .....	X	
Pan American.....	X	X
Panair <sup>1</sup> .....	X	

(Continued)

Qantas.....	X	X
SAS.....	X	
Sabena.....	X	X
Seaboard.....	X	
South African.....	X	
Swissair.....	X	
TAI.....	X	
TWA.....	X	X

Fly your Frankfurt freight via  
SEABOARD

#### FREETOWN, SIERRA LEONE

Air France <sup>1</sup> .....	X	
UAT <sup>1</sup> .....	X	
West African <sup>1</sup> .....	X	

#### FRESNO, CALIFORNIA

TWA.....	X	
United.....	X	

#### FUKUOKA, JAPAN

JAL.....	X	
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#### GANDER, NEWF., CANADA

Maritime <sup>1</sup> .....	X	X
Pan American.....	X	
Trans-Canada.....	X	

#### GENEVA, SWITZERLAND

Air France.....	X	
Air India.....	X	
Alitalia.....	X	
BEA <sup>1</sup> .....	X	
Iberia.....	X	
KLM.....	X	
Lufthansa.....	X	
Middle East <sup>1</sup> .....	X	
Pakistan.....	X	
SAS.....	X	
Sabena.....	X	
Seaboard.....	X	X
Swissair.....	X	
TWA.....	X	X

Fly your Geneva freight via  
SEABOARD

#### GEORGETOWN, B. C.

Air France.....	X	
BWIA.....	X	
KLM.....	X	
Pan American.....	X	

#### GLASGOW, SCOTLAND

BEA <sup>1</sup> .....	X	X
BOAC.....	X	X
Flugfag <sup>1</sup> .....	X	
Icelandic.....	X	
Irish.....	X	
KLM.....	X	X
Pan American.....	X	X
SAS.....	X	
Sabena.....	X	
Seaboard.....	X	X
Swissair.....	X	
Trans-Canada.....	X	

Fly your Glasgow freight via  
SEABOARD

#### GOVERNOR'S HARBOUR, BERM.

Bahamas.....	X	
Mackey.....	X	

#### GRAND CAYMAN, B. W. I.

BWIA.....	X	
LACSA.....	X	X

#### GRAND RAPIDS, MICH.

Flying Tiger.....	X	X
KHS.....	X	
Lake Central.....	X	
North Central.....	X	
United.....	X	

#### GREENSBORO, N. C.

Eastern.....	X	
Piedmont.....	X	
United.....	X	

#### GREENVILLE, S. C.

Delta.....	X	
Eastern.....	X	
Southern.....	X	

#### GUAM ISLAND

Pan American.....	X	
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	Pass.- Cargo	All- Cargo
<b>GUATEMALA, GUAT.</b>		
ASA		X
Aviateca	X	X
Guest	X	
KLM	X	
Pan American	X	X
SAHSA	X	
TACA	X	X
TAN	X	

*Ship to Guatemala City via  
TACA*

	Pass.- Cargo	All- Cargo
<b>GUAYAQUIL, ECUADOR</b>		
ASA		X
Braniff	X	
Ecuatoriana	X	
KLM	X	
Panagra	X	X <sup>2</sup>
Panama	X	
Peruana	X	

	Pass.- Cargo	All- Cargo
<b>HAMBURG, GERMANY</b>		
Aero O/Y <sup>1</sup>	X	
Air France	X	
BEA <sup>1</sup>	X	
Flugfing <sup>1</sup>	X	
Icelandic	X	
JAL	X	
KLM	X	
Lufthansa	X	X
Pan American	X	
SAS	X	
Sabena	X	
Seaboard	X	X
Swissair	X	

*Fly your Hamburg freight via  
SEABOARD*

	Pass.- Cargo	All- Cargo
<b>HAMILTON, BERMUDA</b>		
BOAC	X	
BWIA	X	
Cubana	X	
Cunard Eagle	X	
Delta	X	
Eastern	X	
Guest	X	
Iberia	X	
LAV	X	
Pan American	X	
Trans-Canada	X	

	Pass.- Cargo	All- Cargo
<b>HANNOVER, GERMANY</b>		
BEA <sup>1</sup>	X	
KLM	X	
Lufthansa	X	X
Pan American	X	
SAS	X	
Seaboard	X	

*Fly your Hannover freight via  
SEABOARD*

	Pass.- Cargo	All- Cargo
<b>HARBOUR ISL., BAHAMAS</b>		
Bahamas	X	
Mackey	X	

	Pass.- Cargo	All- Cargo
<b>HARRISBURG, PA.</b>		
Allegheny	X	
TWA	X	
United	X	

	Pass.- Cargo	All- Cargo
<b>HARTFORD, CONN.</b>		
Allegheny	X	
American	X	X
Eastern	X	
Flying Tiger	X	X
Northeast	X	
TWA	X	
United	X	X

	Pass.- Cargo	All- Cargo
<b>HAVANA, CUBA</b>		
Argentinas	X	
Braniff	X	
Cubana	X	
Delta	X	
Iberia	X	
KLM	X	
LACSA	X	
LAV	X	
Mackey	X	
Mexicana	X	
Pan American	X	
TAN	X	

	Pass.- Cargo	All- Cargo
<b>HELSINKI, FINLAND</b>		
Aero O/Y	X	
Czech	X	
Icelandic	X	
Pan American	X	
SAS	X	
<b>HODEIDA, YEMEN</b>		
Ethiopian	X	

*Shipping to Hodeida? Specify  
ETHIOPIAN AIRLINES*

	Pass.- Cargo	All- Cargo
<b>HONG KONG</b>		
Air France	X	
Air India	X	
Air Vietnam <sup>1</sup>	X	
BOAC	X	X <sup>2</sup>
Canadian Pacific <sup>1</sup>	X	
CAT <sup>1</sup>	X	
Cathay <sup>1</sup>	X	
Home Kong <sup>1</sup>	X	
Japan	X	
Korean <sup>1</sup>	X	
Lufthansa	X	X
PAL	X	
Pan American	X	X
Qantas	X	
Swissair	X	
TAL	X	

	Pass.- Cargo	All- Cargo
<b>HONOLULU, HAWAII</b>		
Aloha	X	
BOAC	X	
Canadian Pacific <sup>1</sup>	X	
Hawaiian <sup>2</sup>	X	
Japan	X	
Northwest	X	
Pan American	X	X
Qantas	X	
TAL	X	
United	X	

	Pass.- Cargo	All- Cargo
<b>HOUSTON, TEXAS</b>		
American	X	
Aviateca	X	X
Braniff	X	
Continental	X	
Delta	X	X
Eastern	X	X
KLM	X	X
National	X	X
Pan American	X	X
Trans-Texas	X	

	Pass.- Cargo	All- Cargo
<b>INDIANAPOLIS, IND.</b>		
American	X	
Delta	X	
Eastern	X	
Lake Central	X	
Ozark	X	
Riddle	X	X
TWA	X	X

	Pass.- Cargo	All- Cargo
<b>ISHURDI, PAKISTAN</b>		
Pakistan	X	

	Pass.- Cargo	All- Cargo
<b>ISTANBUL, TURKEY</b>		
Air France	X	
BEA <sup>1</sup>	X	
BOAC	X	
Cyprus <sup>1</sup>	X	
El Al	X	
Iraqi <sup>1</sup>	X	
JAT <sup>1</sup>	X	
KLM	X	
Lufthansa	X	
Middle East <sup>1</sup>	X	
Olympic <sup>1</sup>	X	X <sup>2</sup>
Pan American	X	
Qantas	X	
SAS	X	
Sabena	X	
Swissair	X	

	Pass.- Cargo	All- Cargo
<b>JACKSON, MISS.</b>		
Delta	X	
Southern	X	
Trans-Texas	X	

	Pass.- Cargo	All- Cargo
<b>JACKSONVILLE, FLA.</b>		
Delta	X	
Eastern	X	
National	X	
Northeast	X	
Southern	X	
United	X	

	Pass.- Cargo	All- Cargo
<b>JESSORE, PAKISTAN</b>		
Pakistan	X	

	Pass.- Cargo	All- Cargo
<b>JEDDAH, SAUDI ARABIA</b>		
KLM	X	
Middle East <sup>1</sup>	X	
<b>JOHANNESBURG, UN. OF S. A.</b>		
Alitalia	X	
BOAC	X	
Central African	X	
El Al	X	
KLM	X	
Pan American	X	
Qantas	X	
SAS	X	
Sabena	X	
South African <sup>1</sup>	X	
Swissair	X	
UAT	X <sup>1</sup>	

*Ship to Johannesburg via  
UAT FRENCH AIRLINES*

	Pass.- Cargo	All- Cargo
<b>JUNEAU, ALASKA</b>		
Alaska Coastal	X	
Ellis	X	
Pacific Northern	X	
Pan American	X	

	Pass.- Cargo	All- Cargo
<b>KABUL, AFGHANISTAN</b>		
Ariana <sup>1</sup>	X	
Iranair <sup>1</sup>	X	

*Ship to Kandahar and Kabul via  
ARIANA  
AFGHAN AIRLINES*

	Pass.- Cargo	All- Cargo
<b>KANDAHAR, AFGHANISTAN</b>		
Ariana <sup>1</sup>	X	
Iranair <sup>1</sup>	X	

	Pass.- Cargo	All- Cargo
<b>KANO, NIGERIA</b>		
Air Ceylon <sup>1</sup>	X	
Air France	X	
BOAC	X	
KLM	X	
Sabena	X	
UAT <sup>1</sup>	X	
West African <sup>1</sup>	X	

	Pass.- Cargo	All- Cargo
<b>KANSAS CITY, MO.</b>		
Braniff	X	X
Central	X	
Continental	X	
Delta	X	
Frontier	X	
Ozark	X	
TWA	X	X
United	X	

	Pass.- Cargo	All- Cargo
<b>KARACHI, PAKISTAN</b>		
Air France	X	
Air India	X	
Alitalia	X	
Ariana <sup>1</sup>	X	X <sup>2</sup>
BOAC	X	
Iranair	X	
KLM	X	
Lufthansa	X	
Middle East <sup>1</sup>	X	
Pakistan	X	
Pan American	X	X
Qantas	X	
SAS	X	
Swissair	X	
TAL	X	

*Ship to Karachi via  
SWISSAIR*

	Pass.- Cargo	All- Cargo
<b>KEFLAVIK, ICELAND</b>		
Pan American	X	X

	Pass.- Cargo	All- Cargo
<b>KETCHIKAN, ALASKA</b>		
Alaska Coastal <sup>2</sup>	X	
Ellis <sup>2</sup>	X	
Pacific Northern	X	
Pan American	X	



	Pass.- Cargo	All- Cargo
<b>KHARTOUM, SUDAN</b>		
Air France.....	X	
Alitalia.....	X	
BOAC.....	X	
Iranair.....	X	
KLM.....	X	
Middle East <sup>1</sup> .....	X	
Pan American.....	X	
SAS.....	X	
South African.....	X	
Swissair.....	X	
TAT.....	X	

**Shipping to Khartoum? Specify  
ETHIOPIAN AIRLINES**

<b>KINGSTON, JAMAICA</b>		
APA.....	X	
Avenas.....	X	
Avianca.....	X	
BOAC.....	X	
BWIA.....	X	
KLM.....	X	
Pan American.....	X	X
RANSA.....	X	X
Trans-Canada.....	X	

<b>KINGSTOWN, ST. VINCENT W. I.</b>		
BWIA.....	X	

**KNOXVILLE, TENN.**

American.....	X	
Delta.....	X	
Piedmont.....	X	
Southern.....	X	
United.....	X	

**KRISTIANSAND, NORWAY**

KLM.....	X	
SAS.....	X	

**KUALA LAMPUR, MALAYA**

BOAC.....	X	
Cathay <sup>1</sup> .....	X	
KLM.....	X	
Qantas.....	X	
SAS.....	X	

**KUWAIT, KUWAIT**

Air Jordan <sup>1</sup> .....	X	
BOAC.....	X	
Cyprus <sup>1</sup> .....	X	
Iranair <sup>1</sup> .....	X	
Lebanese <sup>1</sup> .....	X	
Middle East <sup>1</sup> .....	X	
Swissair.....	X	

**LAGOS, NIGERIA**

Air France.....	X	
BOAC.....	X	
KLM.....	X	
Pan American.....	X	
UAT.....	X	
West African <sup>1</sup> .....	X	

**LA HORE, PAKISTAN**

Pakistan.....	X	
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**LA PAZ, BOLIVIA**

Braniff.....	X	
LAN.....	X	
Lloyd.....	X	
Panagra.....	X	X <sup>1</sup>

**LAS PALMAS, CANARY IS.**

Aviaco <sup>1</sup> .....	X	
Iberia.....	X	
KLM.....	X	

**LAS VEGAS, NEVADA**

Bonanza.....	X	
Delta.....	X	
National.....	X	
Pacific.....	X	
TWA.....	X	
United.....	X	
Western.....	X	

**LEEDS, BRADFORD, ENGLAND**

BKSI <sup>1</sup> .....	X	
Irish.....	X	

**LEOPOLDVILLE, BELG. CONGO**

Pan American.....	X	
Sabena.....	X	

**LIBREVILLE, GABON**

Air France.....	X	
UAT <sup>1</sup> .....	X	

**LIMA, PERU**

APA.....	X	
Air France.....	X	
Avianca.....	X	
Braniff.....	X	
Canadian Pacific.....	X	
Ecuatoriana.....	X	
Faucett.....	X	
INI.....	X	
KLM.....	X	
LAN.....	X	
LAV.....	X	X
Panagra.....	X	
Panair <sup>1</sup> .....	X	
Panama.....	X	
Peruanas.....	X	

**LISBON, PORTUGAL**

Air France.....	X	
Alitalia.....	X	
Argentinas.....	X	
Aviaco.....	X	
Avianca.....	X	
BEA <sup>1</sup> .....	X	
Canadian Pacific <sup>1</sup> .....	X	
Guest.....	X	
Iberia.....	X	
Irish.....	X	
KLM.....	X	
LAV.....	X	
Pan American.....	X	
Pan air <sup>1</sup> .....	X	
SAS.....	X	
Sabena.....	X	X <sup>1</sup>
Swissair.....	X	
TWA.....	X	

**Ship to Lisbon via**



**LITTLE ROCK, ARK.**

American.....	X	
Braniff.....	X	
Central.....	X	
Delta.....	X	
Trans-Texas.....	X	

**LIVERPOOL, ENGLAND**

Irish.....	X	
Starways.....	X	

**Ship to Liverpool via**

**STARWAYS**

**LIVINGSTONE, N. RHODESIA**

Central African <sup>1</sup> .....	X	
UAT <sup>1</sup> .....	X	

**LOME, TOGO**

Air France <sup>1</sup> .....	X	
TAT.....	X	
UAT <sup>1</sup> .....	X	

**LONDON, ENGLAND**

Air Ceylon <sup>1</sup> .....	X	X
Air France.....	X	X
Air India.....	X	X
Alitalia.....	X	X
Argentinas.....	X	
Austrian <sup>1</sup> .....	X	
BEA <sup>1</sup> .....	X	X <sup>1</sup>
BOAC.....	X	
Central African.....	X	
Cosmoslovenske.....	X	
Cunard Eagle.....	X	
East African <sup>1</sup> .....	X	
El Al.....	X	X
Finnair <sup>1</sup> .....	X	
Flugfelag.....	X	
Ghana.....	X	
Iberia.....	X	
Icelandic.....	X	
Irish.....	X	X <sup>1</sup>
Japan.....	X	
KLM.....	X	X
Lufthansa.....	X	X
Middle East.....	X	
Olympic.....	X	X
Pakistan.....	X	
Pan American.....	X	X

(Continued)

Panair.....	X	
Qantas.....	X	X
SAS.....	X	X
Sabena.....	X	X
Seaboard.....	X	
Skyways <sup>1</sup> .....	X	
South African.....	X	
Swissair.....	X	
TAT <sup>1</sup> .....	X	
TWA.....	X	X
Trans-Canada.....	X	
Viasa.....	X	
West African.....	X	

**Ship to London via**

**BOAC**

**Fly your London freight via  
SEABOARD**

**LOS ANGELES, CALIF.**

Air France.....	X	
American.....	X	X
Bonanza.....	X	
Continental.....	X	X
Flying Tiger.....	X	
Japan.....	X	
Los Angeles <sup>1</sup> , <sup>2</sup> .....	X	
Mexicana.....	X	
National.....	X	X
Pacific.....	X	
Pan American.....	X	X
SAS.....	X	
TAT.....	X	
TWA.....	X	X
United.....	X	X
Varig.....	X	
Western.....	X	

**LOUISVILLE, KENTUCKY**

American.....	X	
Delta.....	X	
Eastern.....	X	
Ozark.....	X	
Piedmont.....	X	
TWA.....	X	

**LYON, FRANCE**

Air France.....	X	
Air Maroc <sup>1</sup> .....	X	
Tunis <sup>1</sup> .....	X	

**LUXEMBOURG, LUX.**

Cunard Eagle.....	X	
KLM.....	X	
Sabena.....	X	

**LYALLPUR, PAKISTAN**

Pakistan.....	X	
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**MADRID, SPAIN**

Air France.....	X	
Alitalia.....	X	
Avianca.....	X	
Argentinas.....	X	
BEA <sup>1</sup> .....	X	
Canadian Pacific <sup>1</sup> .....	X	
Cubana.....	X	
Guest.....	X	
Iberia.....	X	
KLM.....	X	
LAV.....	X	
Lufthansa.....	X	
Panair <sup>1</sup> .....	X	
SAS.....	X	
Sabena.....	X	
Swissair.....	X	
TWA.....	X	

**MANAGUA, NICARAGUA**

KLM.....	X	
Lanica.....	X	X <sup>1</sup>
Pan American.....	X	X
TACA.....	X	X

	Pass.- Cargo	All- Cargo
<b>MANCHESTER, ENGLAND</b>		
Air France.....	X	
BEA <sup>1</sup> .....		X
BOAC.....	X	
Irish.....		X <sup>2</sup>
KLM.....	X	
Lufthansa.....	X	
Sabena.....		X <sup>4</sup>
Swissair.....		

<b>MANILA, P. I.</b>		
Air France.....	X	
CAT <sup>1</sup> .....	X	
Cathay.....	X	
KLM.....	X	
Northwest.....		X
PAL <sup>1</sup> .....	X	
Pan American.....	X	
Qantas.....	X	
SAS.....	X	
Swissair.....	X	
TAI.....	X	

<b>MARACAIBO, VENEZUELA</b>		
Avenas.....	X	
KLM.....	X	
LAV.....	X	
Pan American.....	X	
RANSA.....		X <sup>2</sup>

<b>MARSEILLE, FRANCE</b>		
Air Algerie <sup>1</sup> .....	X	
Air France.....	X	
Royal Air Maroc <sup>1</sup> .....	X	
TAI.....	X	
Tunis <sup>1</sup> .....	X	
UAT <sup>1</sup> .....	X	

<b>MARSH HARBOUR, BAHAMAS</b>		
Bahamas.....	X	
Mackey.....	X	

<b>MAURITIUS</b>		
Air France.....	X	
Qantas.....	X	

<b>MEDELLIN, COLOMBIA</b>		
Avianca.....	X	
Lloyd.....	X	
Pan American.....	X	
RAS.....	X	

<b>MELBOURNE, AUSTRALIA</b>		
Australian National <sup>1</sup> .....	X	
BOAC.....	X	
Qantas.....	X	
TAA <sup>1</sup> .....	X	
TEAL <sup>1</sup> .....	X	

<b>MEMPHIS, TENN.</b>		
American.....	X	
Braniff.....	X	
Delta.....	X	
Eastern.....	X	
Southern.....	X	
Trans-Texas.....	X	
United.....	X	

<b>MERIDA, MEXICO</b>		
Avenas.....	X	
Mexicana.....	X	
Pan American.....	X	

<b>MEXICO CITY, MEXICO</b>		
Aerolineas Mexicanas.....	X	
Aeronaves.....	X	
Air France.....	X	
American.....	X	
Braniff.....	X	
Canadian Pacific.....	X	
Cubana.....	X	
Eastern.....	X	
Guert.....	X	
Iberia.....	X	
KLM.....	X	
LACSA.....	X	
Mexicana.....	X	
Pan American.....	X	
Sabena.....	X	
TACA.....	X	
Varig.....	X	
Western.....	X	

Ship to Mexican points via  
**AERONAVES DE MEXICO**

	Pass.- Cargo	All- Cargo
<b>MIAMI, FLORIDA</b>		
APA.....	X	X <sup>2</sup>
ASA.....	X	
Avenas.....	X	
Avianca.....	X	
Aviaticas.....	X	
Bahamas.....	X	
BOAC.....	X	
BWIA.....	X	
Braniff.....	X	
Cubana.....	X	
Delta.....	X	X
Dominican.....	X	
Eastern.....	X	X
Ecuatoriana.....	X	
Guert.....	X	
Ini.....	X	
KLM.....	X	
LACSA.....	X	X
LAN.....	X	
Lanica.....	X	X
LAV.....	X	X
Lanica.....	X	X
Mackey.....	X	
National Airlines.....	X	X
Northeast.....	X	
Northwest.....	X	
Pan American.....	X	X
RANSA.....	X	
REAL.....	X	
Riddle Airlines.....	X	X
TAN.....	X	
TWA.....	X	
United.....	X	

Ship to Miami via

**NATIONAL  
AIRLINES**

Airfreight to Miami via

**RIDDLE  
AIRLINES**

<b>MIAMI SPRINGS, FLA.</b>		
ASA.....		X

<b>MILAN, ITALY</b>		
Air France.....	X	
Alitalia.....	X	
BEA <sup>1</sup> .....	X	X <sup>2</sup>
BOAC.....	X	
Iranair <sup>1</sup> .....	X	
KLM.....	X	
Lebanese <sup>1</sup> .....	X	
Lufthansa.....	X	
SAS.....	X	X
Sabena.....	X	X
Swissair.....	X	
TWA.....	X	X

Ship to Milan via

**SWISSAIR**

Fly your Milan freight via  
**SEABOARD**

	Pass.- Cargo	All- Cargo
<b>MILWAUKEE, WISCONSIN</b>		
American.....	X	
Eastern.....	X	
Flying Tiger.....		X
North Central.....	X	
Northwest.....	X	X
Ozark.....	X	
United.....	X	X

<b>MINNEAPOLIS, MINNESOTA</b>		
Braniff.....	X	
Eastern.....	X	
North Central.....	X	
United.....	X	
Northwest.....	X	X
Ozark.....	X	
Western.....	X	

Ship to Minneapolis via

**NORTHWEST  
ORIENT  
AIRLINES**

<b>MOBILE, ALABAMA</b>		
Eastern.....	X	X
National.....	X	
Southern.....	X	
United.....	X	

<b>MONROVIA, LIBERIA</b>		
Air France.....	X	
KLM.....	X	
Pan American.....	X	
SAS.....	X	

<b>MONTEGO BAY, JAMAICA</b>		
Avenas.....	X	
Avianca.....	X	
BOAC.....	X	
BWIA.....	X	
Delta.....	X	
Pan American.....	X	X <sup>2</sup>
Trans-Canada.....	X	

<b>MONTEVIDEO, URUGUAY</b>		
Air France.....	X	
Alitalia.....	X	
Argentinas.....	X	
Iberia.....	X	
KLM.....	X	
LAN.....	X	
Lufthansa.....	X	
Pan American.....	X	X
Panair.....	X	
SAS.....	X	
Swissair.....	X	
TSA.....	X	
Varig.....	X	

<b>MONTREAL, P. Q., CANADA</b>		
Air France.....	X	
Alitalia.....	X	
BOAC.....	X	
Canadian Pacific.....	X	
Eagle.....	X	
KLM.....	X	X

(Continued)

	Pass.- Cargo	All- Cargo
Eastern.....	X	
Lufthansa.....	X	
Nordair.....	X	
Northeast.....	X	
Quebecair.....	X	
SAS.....	X	
Sabena.....	X	
Transair.....	X	
Trans-Canada.....	X	X

#### MOSCOW, U. S. S. R.

Aeroflot <sup>1</sup> .....	X	
Air France.....	X	
Air India.....	X	
BEA <sup>1</sup> .....	X	
KLM.....	X	
SAS.....	X	
Sabena.....	X	

#### MULTAN, PAKISTAN

Pakistan.....	X	
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#### MUNICH, GERMANY

Air France.....	X	
Alitalia.....	X	
BEA.....	X	
El Al.....	X	
JAT.....	X	
KLM.....	X	
Lufthansa.....	X	X
Pan American.....	X	X
SAS.....	X	
Sabena.....	X	
Seaboard.....	X	X
Swissair.....	X	

Ship to Munich via



Fly your Munich freight via  
**SEABOARD**

#### NAIROBI, KENYA

Air France.....	X	
Air India.....	X	
Alitalia.....	X	
BOAC.....	X	
Central African <sup>1</sup> .....	X	
Ethiopian <sup>1</sup> .....	X	
SAS.....	X	
South African <sup>1</sup> .....	X	
Swissair.....	X	

Shipping to Nairobi? Specify  
**ETHIOPIAN AIRLINES**

#### NANDI, FIJI

Canadian Pacific <sup>1</sup> .....	X	
Pan American.....	X	
Qantas.....	X	
South Pacific.....	X	
TAI.....	X	
Tasman <sup>1</sup> .....	X	

#### NASHVILLE, TENN.

American.....	X	X
Braniff.....	X	
Eastern.....	X	
Ozark.....	X	
Southern.....	X	
TWA.....	X	

#### NASSAU, BAHAMAS

Bahamas.....	X	
BOAC.....	X	
Cunard Eagle.....	X	
Mackey.....	X	
Pan American.....	X	
Trans-Canada.....	X	

#### NEW DELHI, INDIA

Air France.....	X	
Air India.....	X	
Arrana <sup>1</sup> .....	X	
BOAC.....	X	
Indian <sup>1</sup> .....	X	
KLM.....	X	
Pakistan.....	X	
Pan American.....	X	
Qantas.....	X	

#### NEW HAVEN, CONN.

Allegheny.....	X	
Eastern.....	X	

#### NEW ORLEANS, LA.

Avenas.....	X	
Aviateca.....	X	
Braniff.....	X	
United.....	X	
Delta.....	X	X
Eastern.....	X	X
National.....	X	X
Pan American.....	X	X
Southern.....	X	X
United.....	X	X
TACA.....	X	X
Trans-Texas.....	X	X

#### NEW YORK, N. Y.

Aeronaes.....	X	
Air France.....	X	
Air India.....	X	
Alitalia.....	X	
Allegheny.....	X	
American.....	X	X
Argentinas.....	X	
Avianca.....	X	
BOAC.....	X	X
BWIA.....	X	
Braniff.....	X	X
Capital.....	X	
Cunard-Eagle.....	X	
Delta.....	X	X
Eastern.....	X	X
El Al.....	X	X
Flying Tiger.....	X	X
Iberia.....	X	
Icelandic.....	X	
Irish.....	X	
KLM.....	X	X
LAV.....	X	
Lufthansa.....	X	X
Mohawk.....	X	
National.....	X	X
New York <sup>1</sup> .....	X	X
Northeast.....	X	
Northwest.....	X	X
Pakistan.....	X	
Pan American.....	X	X
Qantas.....	X	
Riddle.....	X	
SAS.....	X	X
Sabena.....	X	X
Seaboard & Western.....	X	X
Swissair.....	X	
TSA.....	X	
TWA.....	X	X
Trans-Canada.....	X	X
Trans Caribbean.....	X	X
United.....	X	X
Varig.....	X	

Ship world-wide via

**PAN AM**

Ship to South America

**PANAGRA**

Ship to Europe via

**SEABOARD  
WORLD  
AIRLINES**

Domestic . . . Transatlantic

**TWA**

Ship to Mexico City via

**AERONAVES DE MEXICO**

#### NEWARK, N. J.

(See New York)

#### NIAMEY, NIGERIA

Air France.....	X	
UAT <sup>1</sup> .....	X	

#### NICE, FRANCE

Air France.....	X	
Alitalia.....	X	
BEA <sup>1</sup> .....	X	X
KLM.....	X	
Lufthansa.....	X	
Pan American.....	X	
Royal Air Maroc <sup>1</sup> .....	X	
SAS.....	X	
Sabena.....	X	
Swissair.....	X	
TAI.....	X	
Tunis <sup>1</sup> .....	X	
UAT <sup>1</sup> .....	X	

#### NICOSIA, CYPRUS

Air Jordan <sup>1</sup> .....	X	
BEA.....	X	
Cyprus <sup>1</sup> .....	X	
El Al.....	X	
Middle East <sup>1</sup> .....	X	
Olympic <sup>1</sup> .....	X	

#### NORFOLK, VIRGINIA

National.....	X	
Piedmont.....	X	
United.....	X	

#### NOUMEA, NEW CALEDONIA

Qantas.....	X	
TAI.....	X	

#### NUREMBERG, GERMANY

KLM.....	X	X
Lufthansa.....	X	X
Pan American.....	X	
Sabena.....		X
Seaboard & Western.....		X



	Pass.- Cargo	All- Cargo
<b>OAKLAND, CALIFORNIA</b>		
American.....	X	
Flying Tiger.....		X
Pacific.....	X	
Pan American.....	X	X
TWA.....	X	
United.....	X	
West Coast.....	X	
Western.....	X	

<b>OKINAWA, RYUKYUS</b>		
CAT.....	X	
Japan.....	X	
Northwest.....	X	X

<b>OKLAHOMA CITY, OKLA.</b>		
American.....	X	
Braniff.....	X	
Central.....	X	
Continental.....	X	
TWA.....	X	

<b>OMAHA, NEBRASKA</b>		
Braniff.....	X	
Frontier.....	X	
North Central.....	X	
Osark.....	X	
United.....	X	X

<b>ORLANDO, FLORIDA</b>		
Braniff.....	X	
Delta.....	X	X
Eastern.....	X	
National.....	X	X
Riddle.....	X	

<b>OSAKA, JAPAN</b>		
CAT <sup>1</sup> .....	X	
Japan.....	X	

<b>OSLO, NORWAY</b>		
BEA <sup>1</sup> .....	X	
Flugfelag <sup>1</sup> .....	X	
Icelandic.....	X	
KLM.....	X	
Pan American.....	X	
SAS.....	X	X

<b>OTTAWA, ONT., CANADA</b>		
Eastern.....	X	
Transair <sup>1</sup> .....	X	
Trans-Canada.....	X	

<b>PAGO PAGO, AMER. SAMOA</b>		
Pan American.....	X	

<b>PALMA, MAJORCA</b>		
Air France.....	X	
BEA <sup>1</sup> .....	X	
Flugfelag <sup>1</sup> .....	X	
Iberia.....	X	
KLM.....	X	
SAS.....	X	
Sabena.....	X	
Swissair.....	X	

<b>PANAMA CITY, R. P.</b>		
APA.....	X	X <sup>1</sup>
ASA.....	X	X
Avianca.....	X	
Braniff.....	X	
Ecuatoriana.....	X	
Guest.....	X	
Ini.....	X	
KLM.....	X	
LASCA.....	X	X
LAN.....	X	
LAV.....	X	
Pan American.....	X	X
Panagra.....	X	X
Panama.....	X	
RAS.....	X	
TACA.....	X	

<b>PAPEETE, TAHITI</b>		
South Pacific.....	X	
TAI.....	X	
Tasman <sup>1</sup> .....	X	

*Ship to Papeete via*  
**SOUTH PACIFIC**

<b>PARAMARIBO, SUR.</b>		
Air France.....	X	
KLM.....	X	
Pan American.....	X	

	Pass.- Cargo	All- Cargo
<b>PARIS, FRANCE</b>		
Aer Lingus <sup>1</sup> .....	X	
Aeroflot <sup>1</sup> .....	X	
Air France.....	X	
Air India.....	X	
Air Liban <sup>1</sup> .....	X	
Alitalia.....	X	
Argentinas.....	X	
Avianca.....	X	
BEA <sup>1</sup> .....	X	X
El Al.....	X	
Guest.....	X	
Iberia.....	X	
JAT <sup>1</sup> .....	X	
KLM.....	X	X
Lebanese <sup>1</sup> .....	X	
Lufthansa.....	X	
Olympic <sup>1</sup> .....	X	
Pan American.....	X	X
Pannair <sup>1</sup> .....	X	
Royal Air Maroc <sup>1</sup> .....	X	X
SAS.....	X	X
Sabena.....	X	X
Seaboard.....	X	X
Swissair.....	X	
TAI <sup>1</sup> .....	X	
Trans-Canada.....	X	
Tunis <sup>1</sup> .....	X	
TWA.....	X	X
UAT.....	X <sup>1</sup>	

*Ship to Paris via*

**AIR FRANCE**

*Jetfreight, Paris to Africa*

**UAT**

*Fly your Paris freight via*  
**SEABOARD**

<b>PEORIA, ILLINOIS</b>		
American.....	X	
Osark.....	X	

<b>PERTH, AUSTRALIA</b>		
Qantas.....	X	

<b>PESHAWAR, PAKISTAN</b>		
Pakistan.....	X	

<b>PHILADELPHIA, PA.</b>		
Allegheny.....	X	
American.....	X	X
Delta.....	X	X
Eastern.....	X	
Flying Tiger.....	X	X
National.....	X	
Northeast.....	X	
Pan American.....	X	X <sup>1</sup>
Riddle.....	X	
TWA.....	X	X
United.....	X	

<b>PHOENIX, ARIZONA</b>		
American.....	X	
Bonanza.....	X	
Continental.....	X	
Frontier.....	X	
TWA.....	X	
Western.....	X	

<b>PITTSBURGH, PA.</b>		
Allegheny.....	X	
American.....	X	
Eastern.....	X	
Lake Central.....	X	
Northwest.....	X	
TWA.....	X	X
United.....	X	

<b>POINTE A PITRE GUADALOUPE</b>		
Air France.....	X	
Pan American.....	X	

<b>POINTE NOIRE, CONGO REP.</b>		
Air France <sup>1</sup> .....	X	
UAT <sup>1</sup> .....	X	

<b>PORT AU PRINCE, HAITI</b>		
Delta.....	X	
Pan American.....	X	

<b>PORT GENTIL, F.E.A.</b>		
Air France <sup>1</sup> .....	X	
UAT.....	X	

<b>PORT MORESBY, PAPUA</b>		
Qantas.....	X	

<b>PORT OF SPAIN, TRINIDAD</b>		
Air France.....	X	
Argentinas.....	X	
BOAC.....	X	
BWIA.....	X	
KLM.....	X	
LAV.....	X	
Pan American.....	X	X
Trans-Canada.....	X	
Varig.....	X	

<b>PORTLAND, OREGON</b>		
Alaska.....	X	
Braniff.....	X	
Flying Tiger.....	X	X
Northwest.....	X	
Pacific.....	X	
Pacific Northern.....	X	
Pan American.....	X	
United.....	X	X
West Coast.....	X	
Western.....	X	

<b>PRAGUE, CZECH.</b>		
Air France.....	X	
Air India <sup>1</sup> .....	X	
Alitalia.....	X	
Ariana <sup>1</sup> .....	X	
BEA <sup>1</sup> .....	X	
Czech <sup>1</sup> .....	X	
JAT <sup>1</sup> .....	X	
KLM.....	X	
Malev <sup>1</sup> .....	X	
SAS.....	X	
Sabena.....	X	
Swissair.....	X	

<b>PROVIDENCE, R. I.</b>		
Allegheny.....	X	
American.....	X	
Eastern.....	X	
Flying Tiger.....	X	X
National.....	X	
United.....	X	

<b>QUETTA, PAKISTAN</b>		
Pakistan.....	X	

<b>QUITO, ECUADOR</b>		
ASA.....	X	X
Air France.....	X	
Avianca.....	X	X <sup>1</sup>
Ecuatoriana.....	X	X <sup>1</sup>
Panagra.....	X	
Panama.....	X	

<b>RALEIGH, N. C.</b>		
Allegheny.....	X	
Eastern.....	X	
Piedmont.....	X	
United.....	X	

<b>RANGOON, BURMA</b>		
Air France.....	X	X <sup>1</sup>
BOAC.....	X	
Cathay <sup>1</sup> .....	X	

(Continued)

	Pass.- Cargo	All- Cargo
KLM.....	X	
Pakistan.....	X	
Pan American.....	X	
SAS.....	X	
Thai.....	X	
<b>RAWALPINDI, PAKISTAN</b>		
Pakistan.....	X	
<b>READING, PA.</b>		
Capital.....	X	
Eastern.....	X	
TWA.....	X	
<b>RECIFE, BRAZIL</b>		
Argentinas.....	X	
KLM.....	X	
Panair.....	X	
SAS.....	X	
Swissair.....	X	
Varig.....	X	
<b>RENNES, FRANCE</b>		
Irish.....	X	
<b>REYKJAVIK, ICELAND</b>		
Icelandair <sup>1</sup> .....	X	
Icelandic.....	X	
<b>RICHMOND, VA.</b>		
American.....	X	
Eastern.....	X	
National.....	X	
Piedmont.....	X	
United.....	X	
<b>RIO DE JANEIRO, BRAZIL</b>		
Air France.....	X	
Alitalia.....	X	
Braniff.....	X	
Iberia.....	X	
KLM.....	X	
Lufthansa.....	X	
Pan American.....	X	
Panair.....	X	
Panagra.....	X	
RAS <sup>1</sup> .....	X	
SAS.....	X	
Swissair.....	X	
TSA.....	X	
Varig.....	X	

Ship to Brazil via

**VARIG AIRLINES**

#### ROANOKE, VIRGINIA

American.....	X
Eastern.....	X
Piedmont.....	X

#### ROBERTS FIELD, LIBERIA

Air France.....	X
Ethiopian <sup>1</sup> .....	X
Pan American.....	X

#### ROCHESTER, MINNESOTA

Braniff.....	X
Northwest.....	X
Ozark.....	X

#### ROCHESTER, N. Y.

American.....	X
Flying Tiger.....	X
Mohawk.....	X
United.....	X

#### ROME, ITALY

Air Ceylon <sup>1</sup> .....	X
Air France.....	X
Air India <sup>1</sup> .....	X
Alitalia.....	X
Argentinas.....	X
BEA.....	X

(Continued)

	Pass.- Cargo	All- Cargo
BOAC.....	X	X <sup>1</sup>
Canadian Pacific.....	X	
Central African.....	X	
Czechoslovakia <sup>1</sup> .....	X	
El Al.....	X	
Iberia.....	X	
Irish.....	X	
KLM.....	X	
LAV.....	X	
Lufthansa.....	X	
Middle East <sup>1</sup> .....	X	
Olympic.....	X	
Pakistan.....	X	
Pan American.....	X	X
Panair.....	X	
Qantas.....	X	
SAS.....	X	
Sabena.....	X	
Seaboard & Western.....	X	X
South African <sup>1</sup> .....	X	
Swissair.....	X	
TAL.....	X	
Tunis <sup>1</sup> .....	X	
TWA.....	X	X
West African <sup>1</sup> .....	X	

Ship to Italy via

**ALITALIA**

#### SAIGON, VIETNAM

Air France.....	X
Air Vietnam <sup>1</sup> .....	X
Cathay <sup>1</sup> .....	X
KLM.....	X
Pan American.....	X
TAL.....	X

#### ST. CROIX, VIRGIN ISL.

Caribair.....	X
Pan American.....	X

#### ST. GEORGES, GRENADA, B.W.I.

BWIA.....	X
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#### ST. JOHN'S, ANTIGUA, B.W.I.

BWIA.....	X
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#### ST. LOUIS, MISSOURI

American.....	X	X
Braniff.....	X	
Central.....	X	
Delta.....	X	
Eastern.....	X	
Ozark.....	X	
TWA.....	X	X

#### ST. PAUL, MINNESOTA

Braniff.....	X
Eastern.....	X
North Central.....	X
United.....	X
Northwest.....	X
Ozark.....	X
Western.....	X

#### ST. PETERSBURG, FLA.

Braniff.....	X
Eastern.....	X
Mackey.....	X
National.....	X
Northwest.....	X
TWA.....	X
Trans-Canada.....	X

#### ST. THOMAS, VIRGIN ISL.

BWIA.....	X
Pan American.....	X

#### SALISBURY, S. RHODESIA

Alitalia.....	X
BOAC.....	X
Central African <sup>1</sup> .....	X
South African <sup>1</sup> .....	X
UAT <sup>1</sup> .....	X

#### SALT LAKE CITY, UTAH

Bonanza.....	X
Braniff.....	X
Frontier.....	X
United.....	X
West Coast.....	X
Western.....	X

#### SAN ANTONIO, TEXAS

American.....	X	X
Braniff.....	X	
Continental.....	X	
Eastern.....	X	
LAV.....	X	
Mexicana.....	X	
Trans-Texas.....	X	

#### SAN DIEGO, CALIF.

American.....	X	
Bonanza.....	X	
Continental.....	X	
Delta.....	X	
Flying Tiger.....		X
National.....	X	
Pan American.....	X	X
United.....	X	X
Western.....	X	

#### SAN FRANCISCO, CALIF.

American.....	X	X
BOAC.....	X	
Continental.....	X	
Delta.....	X	
Flying Tiger.....	X	X
Japan.....	X	X
Lufthansa.....	X	
National.....	X	
Pacific.....	X	
Pan American.....	X	X
Qantas.....	X	
TWA.....	X	X
United.....	X	
West Coast.....	X	
Western.....	X	

#### SAN JOSE, C. R.

Guest.....	X	
KLM.....	X	
LACSA.....	X	X
Pan American .....	X	X
Panagra.....	X	
TACA.....	X	X

#### SAN JUAN, P. R.

Air France.....	X
Avianca.....	X
BWIA.....	X
Caribbean Atlantic.....	X
Delta.....	X
Dominican.....	X
Eastern.....	X
Iberia.....	X
Pan-American.....	X
Riddle.....	X
Trans Caribbean.....	X

Ship to San Juan via

**TRANS CARIBBEAN**

#### SAN SALVADOR, EL SALV.

ASA.....		X
KLM.....	X	
LACSA.....	X	
Lanica.....	X	X <sup>1</sup>
Pan American.....	X	X
SAHSA.....	X	
TACA.....	X	X
TAN.....	X	

Ship to San Salvador via

**TACA**

#### SANTA MARIA, AZORES

Air France.....	X
Avianca.....	X
Canadian Pacific <sup>1</sup> .....	X
Cubana.....	X
Guest.....	X
Iberia.....	X
KLM.....	X
Pan American.....	X
Swissair.....	X
TWA.....	X

	Pass.- Cargo	All- Cargo
<b>SANTIAGO, CHILE</b>		
Argentinas.....	X	
Canadian Pacific.....	X	
KLM.....	X	
LAN.....	X	
Lufthansa.....	X	
Panagra.....	X	X
Panair.....	X	
Peruanas.....	X	
SAS.....	X	
Swissair.....	X	
TSA.....	X	

Ship to Santiago via

**LAN-CHILE**

#### SAO PAULO, BRAZIL

Air France.....	X	
Alitalia.....	X	
Argentinas.....	X	
Braniff.....	X	
Iberia.....	X	
KLM.....	X	
Lufthansa.....	X	
Pan American.....	X	X
Panair.....	X	
Panagra.....	X	
SAS.....	X	
Swissair.....	X	
TSA.....	X	
Varig.....	X	

#### SAPPORO, JAPAN

JAL.....	X	
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#### SAVANNAH, GEORGIA

Delta.....	X	
Eastern.....	X	
National.....	X	

#### SCARBOROUGH, TOBAGO, W. I.

BWIA.....	X	
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#### SCRANTON, PA.

Allegheny.....	X	
American.....	X	
Eastern.....	X	
TWA.....	X	

#### SEATTLE, WASH.

Alaska.....	X	
Flying Tiger.....	X	X
Japan.....	X	X
Northwest.....	X	
Pacific.....	X	
Pacific Northern.....	X	
Pan American.....	X	
Trans-Canada.....	X	
United.....	X	X
West Coast.....	X	
Western.....	X	

#### SEOUL, KOREA

CAT <sup>1</sup> .....	X	
Cathay <sup>1</sup> .....	X	
Korean <sup>1</sup> .....	X	
Northwest.....	X	X

#### SHAMSHERNAGAR, PAKISTAN

Pakistan.....	X	
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#### SHANNON, EIRE

Aer Lingus <sup>1</sup> .....	X	
Alitalia.....	X	X
Irish.....	X	X
BOAC.....	X	X
KLM.....	X	X
Pan American.....	X	X
Sabena.....	X	
Seaboard & Western.....	X	X
Swissair.....	X	
TWA.....	X	X
Trans-Canada.....	X	

(Continued)

Fly your Shannon freight via  
**SEABOARD**

#### SINGAPORE, STR. SETT.

Air Ceylon <sup>1</sup> .....	X	
Air India.....	X	
BOAC.....	X	X
Cathay <sup>1</sup> .....	X	
Japan.....	X	
KLM.....	X	
Pan American.....	X	
Qantas.....	X	X

#### SOFIA, BULGARIA

Austrail <sup>1</sup> .....	X	
KLM.....	X	

#### SOUTH BEND, IND.

Flying Tiger.....	X	X
Lake Central.....	X	
North Central.....	X	
TWA.....	X	
United.....	X	

#### SPOKANE, WASH.

Northwest.....	X	X
United.....	X	
West Coast.....	X	

#### SPRINGFIELD, MASS.

American.....	X	
Eastern.....	X	
Flying Tiger.....	X	X
Mohawk.....	X	
Northeast.....	X	
TWA.....	X	
United.....	X	X

#### STOCKHOLM, SWEDEN

Aero O/Y <sup>1</sup> .....	X	
Aeroflot <sup>1</sup> .....	X	
Air France.....	X	
BEA <sup>1</sup> .....	X	
Czech <sup>1</sup> .....	X	
KLM.....	X	
Lufthansa.....	X	
Malev <sup>1</sup> .....	X	
Pan American.....	X	
SAS.....	X	X
Sabena.....	X	
Swissair.....	X	

#### STUTTGART, GERMANY

KLM.....	X	X
Lufthansa.....	X	X
Pan American.....	X	X
SAS.....	X	X
Sabena.....	X	X
Seaboard.....	X	
Swissair.....	X	

Ship to Stuttgart via

 **SWISSAIR**

Fly your Stuttgart freight via  
**SEABOARD**

#### SYDNEY, AUSTRALIA

Air India.....	X	
BOAC.....	X	X
Canadian Pacific <sup>1</sup> .....	X	
Cathay <sup>1</sup> .....	X	
KLM.....	X	
Pan American.....	X	
TAL.....	X	
Qantas.....	X	X
TAA.....	X	
TEAL.....	X	

#### SYLHET, PAKISTAN

Pakistan.....	X	
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#### TACOMA, WASH.

(See Seattle)

#### TAIPEI, FORMOSA

CAT.....	X	
Cathay Pacific <sup>1</sup> .....	X	
Japan.....	X	
Northwest.....	X	
Seaboard & Western.....		X

#### TAIZ, YEMEN

Ethiopian.....	X	
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Ship to Taiz? Specify  
**ETHIOPIAN AIRLINES**

#### TALARA, PERU

Faucett <sup>1</sup> .....	X	
Panagra.....	X	X

#### TAMPA

Delta.....	X	X
Eastern.....	X	
United.....	X	
Mackey.....	X	
National.....	X	
Northwest.....	X	
Riddle.....	X	X
TWA.....	X	

#### TANGIER, MOROCCO

Air France.....	X	
Gibraltar <sup>1</sup> .....	X	
Iberia.....	X	
Sabena.....	X	
Royal Air Maroc.....	X	

#### TEGUCIGALPA, HOND.

Pan American.....	X	X
Peruanas.....	X	
SAHSA.....	X	
TACA.....	X	X
TAN.....	X	

#### TEHERAN, IRAN

Air France.....	X	
Alitalia.....	X	
Ariana <sup>1</sup> .....	X	
Iranair <sup>1</sup> .....	X	
KLM.....	X	
Lebanese <sup>1</sup> .....	X	
Lufthansa.....	X	
Middle East <sup>1</sup> .....	X	
Pakistan.....	X	
Pan American.....	X	
Qantas.....	X	
SAS.....	X	
Sabena.....	X	
TAL.....	X	
Swissair.....	X	

(Continued)

Ship to Karachi via

**PAKISTAN  
INT'L AIRLINES**

Ship to Teheran via

 **SWISSAIR**

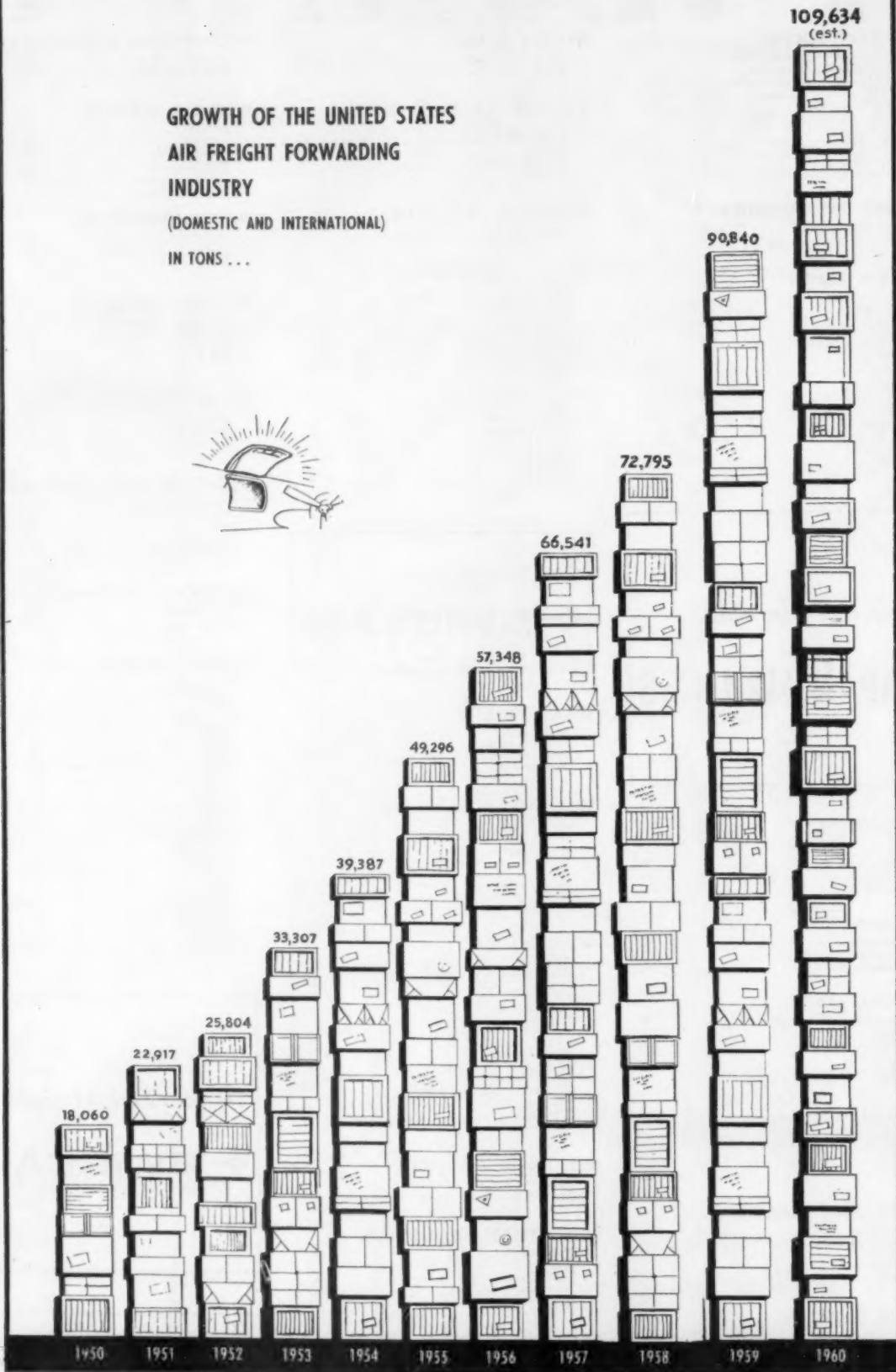




# GROWTH OF THE UNITED STATES AIR FREIGHT FORWARDING INDUSTRY

(DOMESTIC AND INTERNATIONAL)

IN TONS ...



# AIR FREIGHT FORWARDERS

*Registered with the Civil Aeronautics Board*

- Domestic
- ▲ International

\*Members: Air Freight Forwarders Association

## BOSTON, MASSACHUSETTS

- Air Cargo Transport  
Logan International Airport
- ▲ New England Air Lift, Inc.  
177 State St.

## CHICAGO, ILLINOIS

- Chicagoland Air Freight  
1325 W. Randolph St.
- 4-A Air Freight Corp.  
5719 N. Central Ave.
- Lifschultz Air Freight  
28 N. Franklin St.

## CLEVELAND, OHIO

- Air Lanes Service, Inc.  
16800 Waterloo Road
- Airborne Coordinators Div.  
of the A. W. Fenton Co.  
Cleveland Hopkins Airport

## FORT WORTH, TEXAS

- Cloud Lane  
P. O. Box 1431

## HONOLULU, HAWAII

- Global Air Cargo  
P. O. Box 3113

## HOLLYWOOD, CALIFORNIA

- Pacific Messenger Service, Inc.  
1642 N. Cherokee

## LOS ANGELES, CALIFORNIA

- AIR-SEA FORWARDERS, INC.  
406 S. Main St.  
HAdison 6-4361  
(see advertisement)
- City Messenger Air Express  
330 S. Alameda St.
- Domestic Air Express  
Box 2611, Terminal Annex
- Global Air Cargo  
1213 W. 2nd St.
- International Sky Traders  
426 S. Spring St.
- International Customs Service  
354 S. Spring St., Room 324
- International Sky Traders  
426 S. Spring St.
- Jet Air Freight  
1850 W. Slauson Ave.
- W. T. C. AIR FREIGHT  
1440 E. 5th St.  
ANgelus 8-2501  
(see advertisement)
- Westcoast Airfreight Co., Inc.  
1828 Conway Place
- James G. Willey Co.  
P.O. Box 90008, Airport Station

## MEMPHIS, TENNESSEE

- AIR DISPATCH, INC.  
607 McCall Bldg.  
(see advertisement)

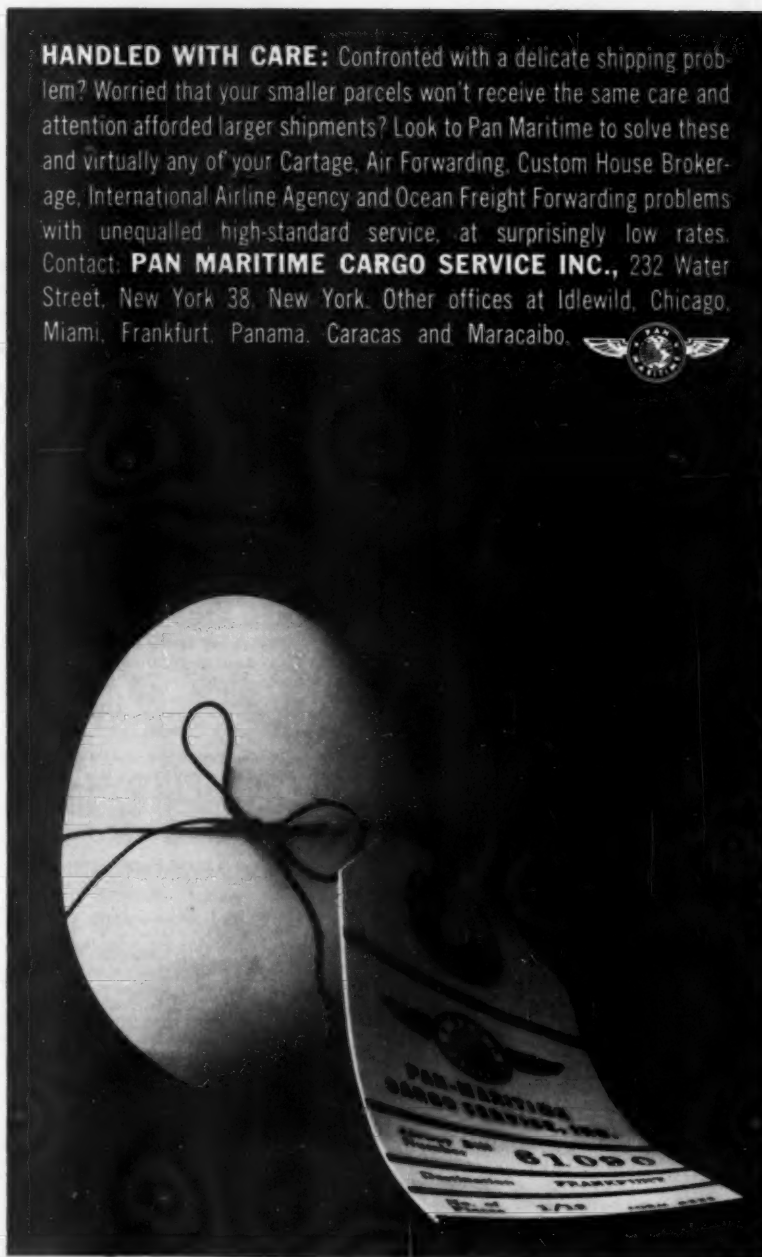
## MIAMI, FLORIDA

- Alas Ibero Americanas, Inc.  
Box 85, Int'l Airport Branch
- Caribbean & West Indies Express  
Co.  
117 N.E. 1st Ave.

## MILFORD, CONN.

- Abbott Air Freight Co., Inc.  
757 Boston Post Road

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- **International Air Freight Co.**  
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- **Seaford, N. Y.**

- **Intra-Mar Shipping Corp.**  
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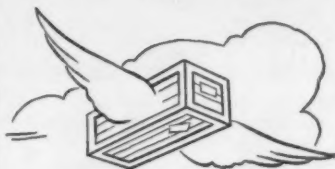
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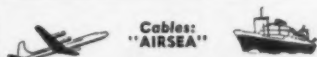


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- Universal Air Freight Corp.  
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- Wings & Wheels Express, Inc.  
110th St. at Astoria Blvd., Flushing
- World-Wide Services, Inc.  
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- World-Wide Services, Inc.  
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Jamaica 34, N. Y.

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130 E. Mill St.  
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## ALBANY, NEW YORK

REA EXPRESS  
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REA EXPRESS  
Express Annex, A.T. & S.F. Passenger Station  
(see advertisement)

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REA EXPRESS  
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(see advertisement)

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Saw Mill River Road, Box 606

## ARECIBO, PUERTO RICO

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Jose de Diego 200

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AIR EXPRESS INTERNATIONAL  
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TWX: AT-960

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(See Hapeville, Ga.)

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(see advertisement)

## AUGUSTA, GEORGIA

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(see advertisement)

## AUSTIN, TEXAS

REA EXPRESS  
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(see advertisement)

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National Marine Bank Bldg.

\*Footner & Co.  
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Inland Forwarding, Inc.  
35 Custom House

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E. Cambridge  
(see advertisement)

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Hancock 6-8083  
Garland A. Morrell, District  
Manager

(see advertisement)

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Logan Int'l Airport, Bay 6  
LO 7-7560

(see advertisement)

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Andrews and Company, Inc., D. C.

131 State Street

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Hancock 6-1668

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(see advertisement)

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(see advertisement)

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(see advertisement)

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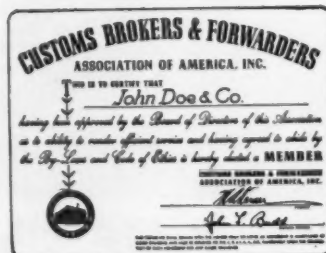
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Ludlow 5-1616/7/8

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Manager

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Reliance 5-8866

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CORP.

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(see advertisement)

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115 Twelfth Street

(see advertisement)

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CORP.

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port, Mich.

Crestwood 8-2100

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(see advertisement)

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Book Bldg.

(see advertisement)

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Vermont 7-0808

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Joyce Frisbie, Vice President-

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William L. Dore, Jr., Vice Presi-

dent

Thomas E. Dorst, Customer Rela-

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Lee Baumgardner, Sales Manager

(see advertisement)

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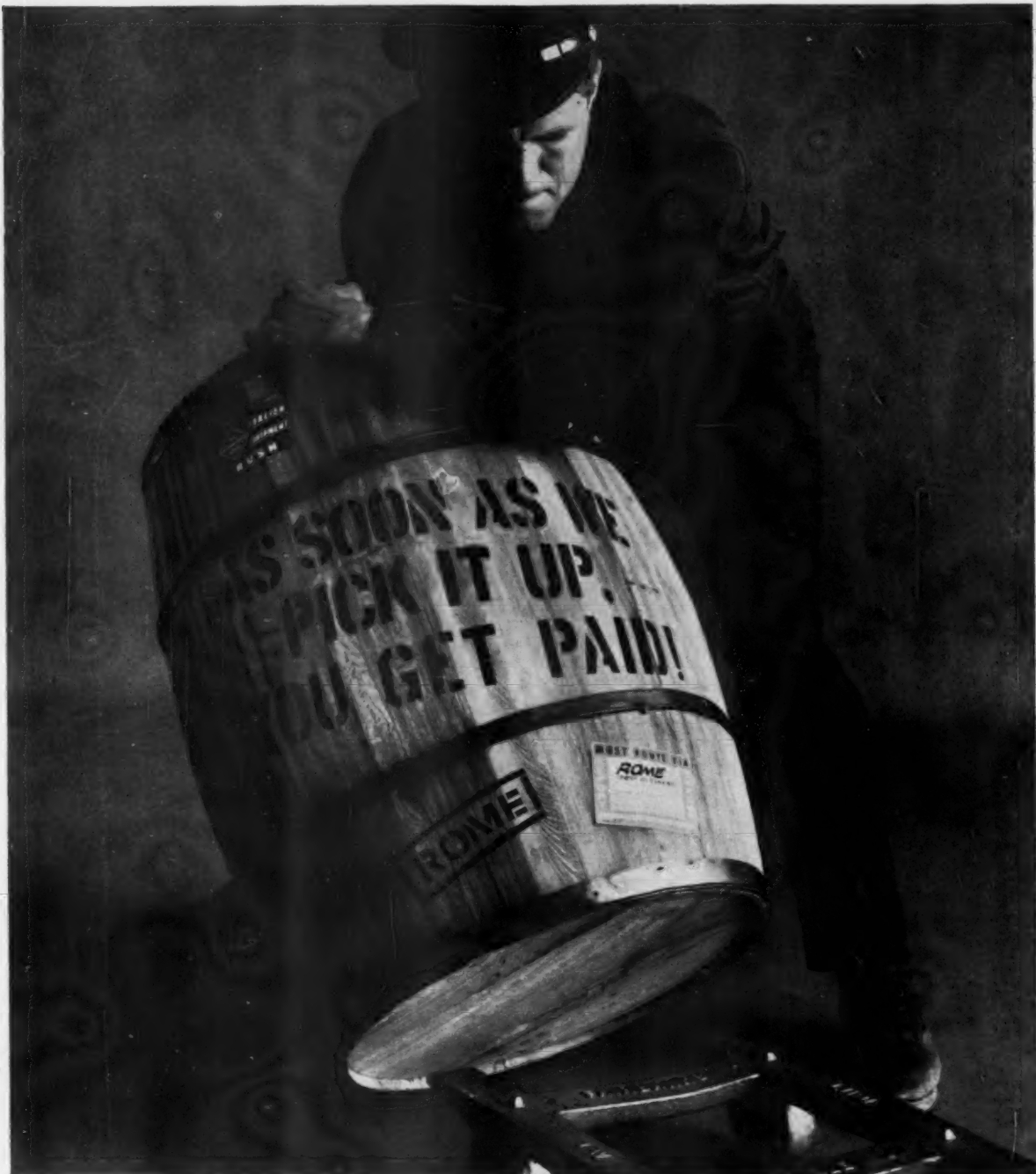
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Mission 5-6654

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(see advertisement)

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tional Airport

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Houston International Airport  
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Shell Bldg.

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Box 60185, New Cargo Bldg., Hous-  
ton International Airport

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Cotton Exchange Bldg.  
Ziegler, Inc., H. L.  
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Robert Perranoud, Manager-  
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(see advertisement)

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TWX INGL 4141  
(see advertisement)

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MADison 6-0171  
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4760 Valley Blvd.

REA EXPRESS  
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(see advertisement)

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426 S. Spring St.

Universal Transcontinental Corp.  
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TUxedo 7-1586/7/8/9

TWX: MM-60  
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Manager

H. A. Tuillners, Operations  
Manager  
(see advertisement)

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Aircargo Brokerage Co.  
Pacific Bldg.

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4505-07 N.W. 7th St.  
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TU 8-5431

TXW MM 145  
(see advertisement)

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TUxedo 8-6735

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**Matusek Shipping Co., Inc., Carl**  
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(see advertisement)

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68 N.W. 7th St.

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Bldg. C-3, International Airport

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714 Washington Avenue North

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(see advertisement)

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(see advertisement)

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**CORP.**

Moisant International Airport

Mo. 729-5581/82

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**Behring Shipping Co.**

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Kenner 4-2575

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(see advertisement)

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Moisant Airport

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**Judson Sheldon International**

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**Magnolia Forwarding Co**

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1550 Julia St.

(see advertisement)

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\***W. L. Richeson & Sons, Inc.**

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**Transoceanic Shipping Co.**

Faa American Bldg.

**Universal Transcontinental Corp.**

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116 Broad Street

Bowling Green 9-3537

(see advertisement)

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Barclay 7-2000

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Olympia 6-5540

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(see advertisement)

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25 Broadway

\***Aero-Sea Shipping Corporation**

18 Beaver Street

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Oxford 7-0433

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**Operations-Sales Manager**

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 50 Broad St.

**\*BEHRING SHIPPING COMPANY**  
 8-10 Bridge Street  
 Digby 4-3220  
 (see advertisement)

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 26 Broadway  
 HOWLING GREEN 9-0500  
 Cargo Bldg. 80, Idlewild Airport  
 OLYMPIA 6-5435  
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 (see advertisement)

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 27-29 Pearl St.

**\*Bernstein Co., Inc., H. Z.**  
 115 Broad St.

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 95 Broad St.

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**\*Cosmos Shipping Co., Inc.**

8 Bridge Street  
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671 Second Ave.  
**\*D'Amato Freight Forwarding Co.**

24 State St.  
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24 Stone St.  
**Dingelstedt & Company**

65 Broadway  
**\*Dorf Air Service Inc.**

105A Broad Street  
**\*Downing & Co., Inc., R. F.**

10 Bridge Street  
**\*DUMONT SHIPPING CO., INC.**

11 Broadway  
 Whitehall 4-1644  
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 75 Front St.

Eljay Export Service Co.  
 125 Broad St.

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**John C. Emery, Jr., Vice President-Sales**

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**Peter George, Vice President-International**

**Horatio J. Snyder, Vice-President-General Manager**  
 (see advertisement)

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Encargos International  
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**\*Excel Shipping Corp.**  
 44 Whitehall St.

**\*Export-Import Services, Inc.**  
 5 State St.

Exportair, Inc.  
 153 Waverly Place

**\*EXPRESS FORWARDING & STORAGE CO.**  
 17 State St.

HANOVER 2-8245  
 (see advertisement)

**\*F. N. S. Corp.**  
 125 Broad Street

**\*Fabius & Co., Inc.**  
 39 Pearl St.

Faunce New York, Inc., John H.  
 26 Broadway

Fernant Export Corp.  
 401 Broadway

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IATA Cargo Agent

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 New York 16, N. Y. New York 18, N. Y.  
 MURRAY HILL 5-9985

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**READING, PENNSYLVANIA**

REA EXPRESS  
Reading Outer Station  
(see advertisement)

**REDWOOD, CALIFORNIA**

REA EXPRESS  
40 Diller St.  
(see advertisement)

**RICHMOND, VIRGINIA**

REA EXPRESS  
2047 W Broad St.  
(see advertisement)

**ROCHESTER, NEW YORK**

ACME AIR CARGO, INC.  
333 South Avenue  
(see advertisement)  
REA EXPRESS  
350 Clinton Ave. N.  
(see advertisement)

**ROCKFORD, ILLINOIS**

REA EXPRESS  
315 S. Court St.  
(see advertisement)

**ROCKY MOUNT, NORTH CAROLINA**

REA EXPRESS  
100 Raleigh Rd.  
(see advertisement)

**ROSEMEAD, CALIFORNIA**

United Van Lines, Inc.  
3154 N. Rosemead Blvd.

**SACRAMENTO, CALIFORNIA**

REA EXPRESS  
5th & I Sts.  
(see advertisement)

**ST. LOUIS, MISSOURI**

Air Cargo Terminals, Inc.  
Lambert Field  
REA EXPRESS  
1730 Clark Ave.  
(see advertisement)  
United Van Lines, Inc.  
7808 Maplewood Industrial Court

**ST. PAUL, MINNESOTA**

REA EXPRESS  
290 E. Kellogg Bldg.  
(see advertisement)

**SALT LAKE CITY, UTAH**

REA EXPRESS  
15 N. 3rd W.  
(see advertisement)  
Wycoff Co., Inc.  
346 W. 6th South

**SAN ANTONIO, TEXAS**

ACME AIR CARGO, INC.  
410 Probandt St.  
(see advertisement)  
REA EXPRESS  
220 Hoefgren  
(see advertisement)

**SAN DIEGO, CALIFORNIA**

Cantu, Cesar A.  
Broadway Pier Bldg.  
REA EXPRESS  
1100 Kettner Blvd.  
(see advertisement)  
San Diego Traffic Services  
10th Ave. Terminal

**SAN FRANCISCO, CALIFORNIA**

ACME AIR CARGO, INC.  
Ferry Bldg.  
(see advertisement)  
AIR CARGO CONSOLIDATORS, INC.  
Cargo Bldg. 2—Slot 2  
International Airport  
(see advertisement)  
Air Expediting Co.  
149 California Street

AIR EXPRESS INTERNATIONAL  
CORP.  
Air Cargo Bldg. No. 3  
San Francisco Int'l Airport  
POplar 1-1670/1/2/3  
TWX: 55F-5975

Roger Kolda, District Manager  
(see advertisement)  
Air Land Freight Consolidators, Inc.  
226 Jackson St.  
AIRBORNE FREIGHT CORP.  
International Airport  
JUNalper 5-4321

John D. McPherson, President  
Howard C. Rolfe, Vice President  
George Ryan, Vice President—  
Traffic  
Larry Rodberg, Vice President  
Donald Babcock, Treasurer  
Robert Percy, Claims Manager  
Dal Sherman, Regional Manager  
William Atken, District Manager  
Lee Bright, District Sales  
Manager  
(see advertisement)  
Airgo International Corp.  
35 Main Street  
Airport Animal Shelter, Inc.  
Bldg. 14, Air Cargo Terminal  
International Airport  
American Express Co., Inc.  
253 Post Street  
BERNACKI, INC., PETER A.  
Wings & Wheels Bldg.  
International Airport  
(see advertisement)

\*Byrnes & Co., Inc., W. J.  
409 Washington Street  
\*DOW CO., INC., FRANK P.  
365 Battery St.  
(see advertisement)  
EMERY AIR FREIGHT CORP.  
International Airport  
JUNo 8-5433  
(see advertisement)  
Global Air Cargo  
420 Market St.

\*Harper, Robinson & Co.  
545 Sansome Street  
International Expeditors, Inc.  
461 Market St.  
Interport (USA) Inc.  
700 Montgomery St.  
Judson Sheldon International  
41 California Street  
Loretz & Co.  
210 California Street

\*Oceanic Forwarding Co.  
596 Clay Street  
REA EXPRESS  
International Airport  
(see advertisement)  
Universal Transcontinental Corp.  
9 First St.  
W. T. C. Air Freight  
635 8th St.  
SANTA MONICA, CALIFORNIA  
REA EXPRESS  
81 Cahill St.  
(see advertisement)  
SAN JOSE, CALIFORNIA  
REA EXPRESS  
81 Cahill St.  
(see advertisement)  
SAN JUAN, PUERTO RICO  
AIR EXPRESS INTERNATIONAL  
CORP.  
(see Isla Verde)  
Porto Rican Express Co.  
500 Express Street

**SAN JOSE, CALIFORNIA**

REA EXPRESS  
81 Cahill St.  
(see advertisement)

**SAN JUAN, PUERTO RICO**

AIR EXPRESS INTERNATIONAL  
CORP.  
(see Isla Verde)  
Porto Rican Express Co.  
500 Express Street

**SANTA MONICA, CALIFORNIA**

REA EXPRESS  
1726 Colorado Ave.  
(see advertisement)

**SANTURCE, PUERTO RICO**

Valencia Baxt Express, Inc.  
Ave. Fernandez Juncos 633

**SAVANNAH, GEORGIA**

REA EXPRESS  
141 Whitaker St.  
(see advertisement)

**SCRANTON, PENNSYLVANIA**

REA EXPRESS  
50 Lackawanna Ave.  
(see advertisement)

**SEATTLE, WASHINGTON**

ACME AIR CARGO, INC.  
1901 Utah Ave.  
(see advertisement)

**AIRBORNE FREIGHT CORP.**

Tacoma Airport  
Mutual 3000  
H. M. Sullivan, District Manager  
(see advertisement)  
Allied Van Lines, Inc.  
100 Eastlake

Byrnes & Co. of N. Y., Inc., W. J.  
6644 White—Henry Stuart Bldg.

FRANK P. DOW COMPANIES  
Olympic National Bldg.  
(see advertisement)

**EMERY AIR FREIGHT CORP.**

Bay 11, Cargo Bldg., Seattle-  
Tacoma International Airport  
CHerry 4-2882  
(see advertisement)

**\*Jensen, Inc., Norman G.**

75 Marion Street

**PACIFIC AIR FREIGHT, INC.**

Box 444, Seattle-Tacoma Airport  
(see advertisement)  
REA EXPRESS  
Kling St. Terminal  
(see advertisement)

**SECAUCUS, NEW JERSEY**

Allied Van Lines, Inc.  
535 Secaucus Rd.

**SHREVEPORT, LOUISIANA**

REA EXPRESS  
828 Snow St.  
(see advertisement)

**SIOUX CITY, IOWA**

REA EXPRESS  
610 2nd St.  
(see advertisement)

**SOUTH BEND, INDIANA**

REA EXPRESS  
506 W. South  
(see advertisement)

**SPOKANE, WASHINGTON**

REA EXPRESS  
408 W. Trent Ave.  
(see advertisement)

**SPRINGFIELD, ILLINOIS**

REA EXPRESS  
220 N. 6th St.  
(see advertisement)

**SPRINGFIELD, MASSACHUSETTS**

REA EXPRESS  
31 Liberty St.  
(see advertisement)

**SPRINGFIELD, MISSOURI**

REA EXPRESS  
351 N. Main St.  
(see advertisement)

**SPRINGFIELD, OHIO**

REA EXPRESS  
22 S. Spring St.  
(see advertisement)

**SPRINGFIELD, VERMONT**

REA EXPRESS  
95 Mineral St.  
(see advertisement)

**STOCKTON, CALIFORNIA**

REA EXPRESS  
936 E. Weber St.  
(see advertisement)

**SYRACUSE, NEW YORK**

REA EXPRESS  
400 Burnet Ave.  
(see advertisement)

**TACOMA, WASHINGTON**

REA EXPRESS  
Union Depot  
(see advertisement)

**TAMPA, FLORIDA**  
Gulf International Air Cargo Agencies  
521 Water Street  
**REA EXPRESS**  
914 Union Station St.  
(see advertisement)

**TERRE HAUTE, INDIANA**  
**REA EXPRESS**  
Union Station  
(see advertisement)

**TOLEDO, OHIO**  
Inland Forwarding, Inc.  
Ottawa & Washington  
National Carloading Corp., Judson  
Sheldon Div.  
368 S. Erie St.  
**REA EXPRESS**  
341 Emerald Ave.  
(see advertisement)

**TOPEKA, KANSAS**  
**REA EXPRESS**  
517 Holiday  
(see advertisement)

**TRENTON, NEW JERSEY**  
**REA EXPRESS**  
72 S. Clinton Ave.  
(see advertisement)

**TULSA, OKLAHOMA**  
**REA EXPRESS**  
7 S. Main St.  
(see advertisement)  
Tulsa Crating Company  
519 S. Rockford

**UTICA, NEW YORK**  
**REA EXPRESS**  
Union Station  
(see advertisement)

**WASHINGTON, D. C.**  
**AIR EXPRESS INTERNATIONAL CORP.**  
Washington National Airport  
Executive 3-5409  
Col. Roy A. Davidson, Manager  
(see advertisement)  
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Federal Storage Co.  
1701 Florida Ave.  
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(see advertisement)  
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**REA EXPRESS**  
New Haven Passenger Station  
(see advertisement)

**WEST TRENTON, NEW JERSEY**  
Harbort, H. A.  
Bldg. 7, Mercer County Airport  
**WESTERLY, RHODE ISLAND**  
Bed Rock Dogs International  
Drawer 502

**WESTERLY, RHODE ISLAND**  
**BED ROCK DOGS INTERNATIONAL**  
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Franklin 7-2250  
John F. Sullivan  
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(see advertisement)

**WESTWOOD, NEW JERSEY**  
Riteway Express, Inc.  
491 Broadway

**WHEELING, WEST VIRGINIA**  
**REA EXPRESS**  
1704 Market St.  
(see advertisement)

**WICHITA, KANSAS**  
**REA EXPRESS**  
726 E. Waterman  
(see advertisement)  
United Van Lines, Inc.  
1040 S. Santo Fe

**WILMINGTON, DELAWARE**  
**REA EXPRESS**  
Front & Walnut Sts.  
(see advertisement)

**WILSON, NORTH CAROLINA**  
**REA EXPRESS**  
412 E. Nash St.  
(see advertisement)

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IATA Authorized Cargo Agent

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Los Angeles ..... HO 2-7266  
New York ..... LA 7-5600  
Portland ..... AT 8-5821  
Seattle ..... CH 2-3377

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Division of  
ATLANTIC-GULF SHIPPING, INC.

Air Cargo Agents • Steamship Agents  
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Tel. 2-3340 Cable: GIACA TWX: TP-8029

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Air Cargo Consolidators, Inc.  
Terminal Bldg. 575, Bradley Field

**WORCESTER, MASSACHUSETTS**  
**REA EXPRESS**  
7 Washington Square  
(see advertisement)

**YORK, PENNSYLVANIA**  
**REA EXPRESS**  
44 E. North St.  
(see advertisement)

**YOUNGSTOWN, OHIO**  
**REA EXPRESS**  
551 Mahoning Ave.  
(see advertisement)

# IATA MEMBER AIRLINES

\*Associate Member

**ALGERIA:** Air Algerie.

**ARGENTINA:** Aerolineas Argentinas.  
Ini Airlines.  
Trans Atlantica Argentina.

**AUSTRALIA:** \*Australian National Airways.  
Qantas Empire Airways Ltd.  
\*Trans-Australia Airlines.

**AUSTRIA:** Austrian Airlines.

**BELGIUM:** Sabena Belgian World Airlines.

**BRAZIL:** Empresa de Viacao Aerea Rio  
Grandense (Varig).  
Panair do Brasil, S. A.  
Real Aerovias Nacional  
Servicos Aereos Cruzeiro do Sul, S. A.

**CANADA:** Canadian Pacific Air Lines, Ltd.  
\*Quebecair Inc.  
Trans-Canada Air Lines.

**CEYLON:** Air Ceylon Limited.

**CHILE:** Linea Aerea Nacional (Lanchile).

**COLOMBIA:** Aerovias Nacionales de Co-  
lombia (Avianca).

**CUBA:** Compania Cubana de Aviacion.

**CYPRUS:** Cyprus Airways Limited.

**CZECHOSLOVAKIA:** Ceskoslovenska Aero-  
linie, N. P.

**EGYPT:** United Arab Airlines<sup>1</sup>

**EIRE:** Aer Lingus Teoranta.  
Aerlinne Eireann

**ETHIOPIA:** Ethiopian Air Lines

**FINLAND:** Aero O/Y (Finnair).

**FRANCE:** Air France.

Compagnie de Transports Aeriens Inter-  
continentaux (TAI).  
Union Aeromarine de Transport (UAT).

**GERMANY:** Deutsche Lufthansa.

**GREECE:** Olympic Airlines, S.A.

**GUINEA:** Air Guinée.

**HOLLAND:** KLM Royal Dutch Airlines.

**ICELAND:** Flugfelag Islands, H. F. (Ice-  
landair).

**INDIA:** Air India International.  
Indian Airlines Corporation.

**INDONESIA:** P.N. Garuda Indonesian Air-  
ways.

**IRAN:** Iranian Airways

**IRAQ:** Iraqi Airways.

**ISRAEL:** El Al Israel Airlines.

**ITALY:** Alitalia-Linee Aeree Italiane

**JAPAN:** Japan Air Lines Co., Ltd.

**JUGOSLAVIA:** Jugoslovenski Aerotransport  
(JAT).

**KENYA:** East African Airways Corp.

**LEBANON:** Air Liban.

Middle East Airlines Co., S.A.

**MALAYA:** Malayan Airways Limited.

**MALI:** Air Mali.

**MEXICO:** Aeronaves de Mexico S.A.  
Guest Aerovias Mexico, S.A.

**MOZAMBIQUE:** Direccao de Exploracao  
dos Transportes Aereos "DETA."

**NEW ZEALAND:** \*New Zealand National  
Airways Corp.  
Tasman Empire Airways, Ltd.

**NIGERIA:** WAAC (Nigeria) Ltd.<sup>2</sup>

**PAKISTAN:** Pakistan International Airlines  
Corp.

**PHILIPPINE ISLANDS:** Philippine Air Lines.

**POLAND:** Polish Airlines "LOT."

**PORTUGAL:** Transportes Aereos Portu-  
gueses (TAP).

**PORTUGUESE WEST AFRICA:** Direccao de  
Exploracao dos Transportes Aereos  
"DTA."

**SOUTH WEST AFRICA:** \*Suidwes Lugdiens  
(Eiendoms) Beperk.

**SOUTHERN RHODESIA:** Central African  
Airways Corp.

**SPAIN:** Aviacion y Comercio, S.A. (Aviaco).  
Iberia, Lineas Aereas de Espana.

**SUDAN:** Sudan Airways.

**SWEDEN:** Scandinavian Airlines System.

(Concluded on next page)

<sup>1</sup> Formerly Misair

<sup>2</sup> Formerly West African Airways Corp.

<sup>3</sup> Merger of Hunting-Clan Air Transport and

Airwork, Ltd.

<sup>4</sup> Formerly Eagle Airways of Britain

SWITZERLAND: Swiss Air Transport Co., Ltd.

TAIWAN: Civil Air Transport (CAT).

TURKEY: Turk Hava Yollari (Turkish Airlines, Inc.)

UNION OF SOUTH AFRICA: South African Airways.

UNITED KINGDOM: British European Airways.

British Overseas Airways Corp.

British United Airways, Ltd.<sup>a</sup>

Cunard-Eagle Airways, Ltd.<sup>a</sup>

Cunard Eagle Airways, (Bermuda) Ltd.

Skyways Limited.

UNITED STATES: American Airlines.

Braniff International Airways.

<sup>a</sup>Chicago Helicopter Airways, Inc.

Delta Air Lines, Inc.

Eastern Air Lines, Inc.

<sup>a</sup>Flying Tiger Line

National Airlines, Inc.

<sup>a</sup>New York Airways, Inc.

Northwest Airlines, Inc.

Pan American-Grace Airways, Inc.

Pan American World Airways, Inc.

Seaboard World Airlines, Inc.

Trans World Airlines, Inc.

United Air Lines.

VENEZUELA: Venezolana Internacional de Avion, S.A.

VIETNAM: Air Vietnam.

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## TRANSATLANTIC SPECIFIC COMMODITIES EFFECTIVE SEPTEMBER 1, 1961

ITEM NO.	DESCRIPTION
0004	Foodstuffs, Spices and Beverages, N.E.S. excluding Caviar.
1105a	Furs, Hides, Pelts and Skins of Beaver, Lynx, Muskrat, Otter, Squirrel and Fox.
1224a	Leather, tanned, dyed, finished or semi-finished.
1224b	Leather Billfolds, Purses, Wallets, Carrying Cases, Handbags, Luggage, excluding parts thereof.
1400	Floral and/or Nursery Stock and Bulbs, Flowers, Seeds, Tubers, N.E.S.
1407	Floral and Nursery Stock and Seeds, N.E.S. excluding Cut Flowers.
1421a	Cut Flowers, including Mimosa, and parts thereof.
2102	Cloth, exclusively in bales, bolts or pieces, not further processed or manufactured.
2198a	Yarn, Thread, Fibres, natural and synthetic; Cloth exclusively in bales, bolts or pieces, not further processed or manufactured, N.E.S. excluding Clothing and Footwear, Outerwear, and Undergarments.
2198b	Yarn, Thread, Fibres, natural and synthetic; Cloth, Drawnwork, Needlework, Embroideries, Tulle and Lace, exclusively in bales, bolts or pieces, not further processed or manufactured; Hat Bodies; Handkerchiefs; N.E.S. excluding Clothing and Footwear, Outerwear and Undergarments.
2203	Clothing and Footwear, Outerwear, Undergarments, and parts thereof; N.E.S. excluding Umbrellas, Billfolds, Purses, Carrying Cases, Handbags, Costume Jewelry, Jewelry, Canes, Watches and Clocks.
2330a	Gloves and Mittens, finished, excluding parts thereof.
2420a	Shoes and Slippers, finished; Shoe and Slipper Soles and Heels; N.E.S. excluding any other parts thereof.
3991	Metals (excluding Gold, Silver, Platinum Metals) in the following forms: Cable, Mesh, Rivets, Sheets, Turbines and/or Wire; and parts thereof; N.E.S.
4202	Automobiles and Agricultural Machinery; and parts thereof.
4226	Motorcycles and Motorscooters, complete, and parts thereof.
4311	Adding and/or Computing Machines; Machines for duplicating documents and letters; Typewriters; and parts thereof.
4403a	Electronic Control Panels, and parts thereof; for Automatic Telephone and Teletype Exchange Installations, Sound Recording Studios; Electronic Tubes, and parts thereof.
4417	Radio, Television, Phonographs, and Sound Recording Sets for household use, including combinations and parts thereof, N.E.S., Records, Recording Tapes and Wire; Aerators, Air Conditioners, Blankets, Blenders, Coffee Mills, Coffee and Tea Pots, Dish-washing Machines, Drying Machines, Floor Polishers, Freezers, Frying Pans, Garbage Disposal Units, Grinders, Hot Plates, Ironing Machines, Kettles, Lamps (floor, table and wall), Laundry Machines, Mixers, Pressure Cookers, Refrigerators, Sewing Machines, Stoves, Toasters, Vacuum Cleaners, Water Heaters and Coolers, all electrically operated and for household use only, N.E.S., including parts thereof.
4951	Pneumatic Machinery, and parts thereof.
5299a	Pottery, Chinaware, Earthenware, Porcelain and parts thereof; N.E.S. excluding Synthetic Stones and Optical Goods.
5857	Synthetic Stones, and Glass Stones; Unset, unmounted, unstrung.
6001b	Dyes, Insecticides, Paints and Varnishes, Drugs, Pharmaceuticals and Medicines, N.E.S. excluding Essential Oils, Cosmetics, Perfumes, Toilet Preparations and Toilet Articles.
7106a	Magazines and Periodicals published once weekly or at longer intervals; Books, Printed Matter consisting of Annual Reports; Blue and White Prints, Booklets, Pamphlets, Catalogues; Instruction Manuals and Prospectus; and parts thereof, excluding Newspapers, Photographs, Postage Stamps, Legal Banknotes, Securities, Shares, Share Coupons, Uncancelled Revenue Stamps and Diplomatic Pouches.
8205	Musical Boxes, excluding any combinations with Watches and Clocks.
8397a	Measuring, Calibrating, Testing Instruments, Photographic and Projection Equipment, Lenses and Supplies, and parts thereof, N.E.S., excluding Newsreel Film and Motion Picture Film of 35 mm. and larger dimensions, exposed, and Photographs, Watches and Clocks.
8397b	Dental, Surgical, Measuring, Calibrating, Testing and Drawing Instruments, Analysing Scales, Microscopes, Telescopes, Binoculars, Spectacles, Sunglasses, Lenses, Photographic and Projection Equipment, Photographic Supplies, and parts thereof, N.E.S.; excluding Watches and Clocks, Newsreel Film and Motion Picture Film of 35 mm. and larger dimensions, exposed, and Photographs.
8911	Watches and Clocks, and parts thereof.
9202a	Toys and Games.
9202b	Ski; Ski Sticks; Sleds; Sporting Bicycles; Sporting Guns; Mountain Climbing Equipment, excluding Wearing Apparel; Toys and Games and parts thereof.
9995	Personal Effects, consisting of Wearing Apparel, Cosmetics, Toilet Articles and Articles used by an individual, not for resale; and parts thereof.



# INTERNATIONAL CARGO TRAFFIC ORIGINATED BY U.S.-FLAG AIR CARRIERS

## Ranking of Foreign Destinations by Poundage

\*One-half year.

†Three-quarters year.

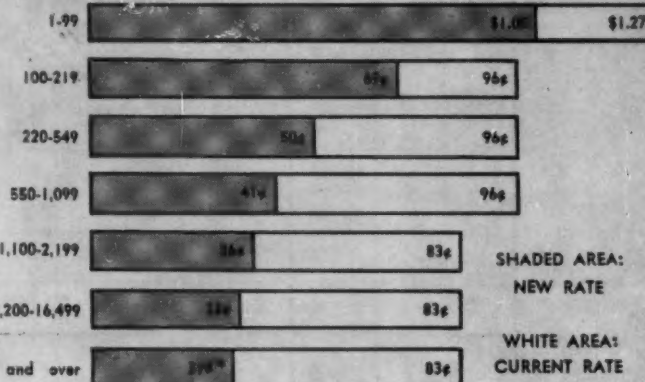
\*\*Total does not include flights to destinations with little or no freight included.

Destination	Freight (lbs.)	Flights	Destination	Freight (lbs.)	Flights	Destination	Freight (lbs.)	Flights
Panama City/Balboa, Pan.	12,124,000	3,879	Talara, Peru	66,200	435	Sura, Fiji	28,000	345
London, Eng.	8,235,800	4,826	Okinawa, Ry.	62,200	455	Tunis, Tun.	26,600	102
Berlin, Ger.	6,221,000	9,734	Edmonton, Alb., Can.	60,400	802	Keflavik, Ice.	26,000	162
Tokyo, Jap.	5,207,200	1,933	New Delhi, Ind.	55,000	146	Leopoldville, Belg. Congo	22,600	103
Mexico City, Mex.	4,959,400	3,530	Basle, Switz.	53,200	43	Colombo, Ceylon	20,400	174
Frankfurt, Ger.	4,671,600	6,238	Baghdad, Iraq	52,000	79	Dakar, Seneg.	18,800	211
Paris, Fr.	4,375,000	3,406	Johannesburg, S. Af.	48,000	52	Fort-de-France, FWI	17,800	406
Havana, Cuba	4,351,600	3,021	Camaguey, Cuba	46,600	804	Cayenne, Fr. Guiana	16,400	108
San Salvador, El Sal.	3,755,400	1,725	Copenhagen, Den.	49,000	143	Bimini, Bah., BWI	14,000	366
Guatemala, Gust.	2,786,400	2,730	Cuenca, Ecua.*	48,400	51	Whitehorse, Y.T., Can.	13,600	268
Hamburg, Ger.	2,055,000	2,874	Paramaribo, Dutch Guiana	47,000	217	Oslo, Nor.	12,200	95
Calcutta, Ind.	1,751,400	418	Winnipeg, Man., Can.	46,800	1,344	Pago Pago, Samoa†	11,600	337
Milan, It.	1,624,400	561	Ankara, Turk.	46,200	408	West End, Bah., BWI	10,000	867
Rome, It.	1,554,600	2,434	Auckland, N. Z.	44,400	95	Arica, Chile	9,400	38
Stuttgart, Ger.	1,513,400	1,485	Accra, Ghana	42,800	160	St. Martin, NWI	8,200	230
Caracas, Ven.	1,464,800	2,652	Pointe-a-Pitre, FWI	41,600	406	Damascus, Syr.*	8,200	113
Hong Kong	1,212,400	736	Calgary, Alb., Can.	41,000	944	Santa Maria, Az.	7,000	366
Munich, Ger.	1,190,600	1,631	Stockholm, Swed.	39,800	106	Algiers, Alg.	6,800	101
San Jose, C. R.	1,014,200	974	Bridgetown, Barb., BWI	38,000	559	Dhahran, Saudi Ar.	6,200	211
Manila, P. I.	921,600	636	Rangoon, Burma	36,600	414	Apia, Samoa†	5,800	235
Dusseldorf, Ger.	866,800	721	Robertson, Ldb.	36,000	207	Heisinki, Fin.	5,600	58
Kingston, Jam.	834,000	1,584	Djakarta, Indonesia	34,800	52	Antofagasta, Chile	5,200	325
Port-au-Prince, Haiti	800,800	1,587	St. Johns, Ant., BWI	31,400	543	Ottawa, Ont., Can.	4,600	710
Zurich, Switz.	692,800	508	Wake Island	30,200	1,088	Prince Rupert, B.C., Can.	3,000	294
Lima, Peru	654,600	1,973	Nice, Fr.	28,600	272	Tahiti†	2,200	41
Shannon, Ire.	627,800	3,744	Asuncion, Para.	28,200	347	TOTAL	90,429,800	123,307**
Managua, Nic.	613,200	1,079						
Nuremberg, Ger.	590,400	827						
Gander, Newf., Can.	524,600	1,875						
Santiago, Chile	468,600	702						
Beirut, Leb.	450,200	823						
Barranquilla, Col.	445,200	1,103						
Maracaibo, Ven.	410,400	695						
Tegucigalpa, Hond.	402,200	836						
Amsterdam, Neth.	402,000	501						
Brussels, Belg.	401,000	691						
Hanover, Ger.	400,800	2,335						
Quito, Ecua.	358,600	621						
Geneva, Switz.	329,400	539						
Guayaquil, Fua.	298,000	1,393						
Bangkok, Thai.	289,000	748						
Merida, Mex.	283,800	443						
La Paz, Bol.	278,000	449						
Vienna, Aus.	275,600	358						
Rio de Janeiro, Braz.	274,200	985						
Glasgow, Scot.	262,600	402						
Cairo, Egypt	261,400	382						
Montreal, Que., Can.	253,600	4,334						
Lisbon, Port.	246,000	901						
Port of Spain, Trin.	242,000	985						
Tel Aviv, Isr.	241,400	134						
Singapore, Str. Sett.	225,200	188						
Ciudad Trujillo, Dom. Rep.	221,400	1,185						
Nassau, Bah.	213,000	2,453						
Toronto, Ont., Can.	202,800	1,786						
Teheran, Iran	195,200	406						
Karachi, Pak.	175,400	485						
Hamilton, Berm.	172,800	1,259						
Curacao, NWI	165,600	580						
Vancouver, B.C., Can.	157,800	1,778						
Barcelona, Sp.	157,400	273						
Georgetown, B. G.	155,000	174						
Belize, Br. Hond.	153,000	51						
Sao Paulo, Braz.	151,800	731						
Bombay, Ind.	137,400	201						
Saigon, Indoch.	130,000	349						
Athens, Gr.	120,400	803						
Cologne, Ger.	117,600	538						
Calcutta, Ind.	117,400	432						
Istanbul, Turk.	116,600	977						
Guam	104,800	920						
Seoul, Kor.	101,600	243						
Sydney, Austral.	101,400	99						
Bogota, Col.	97,400	280						
Madrid, Sp.	92,800	591						
Bellem, Braz.	78,400	256						
Montevideo, Urag.	71,600	269						
Taipei, Form.	70,000	185						

## GENERAL COMMODITY RATES BETWEEN NEW YORK AND LONDON (EFFECTIVE SEPTEMBER 1, 1961) (RATE PER POUND)

30¢ 40¢ 50¢ 60¢ 70¢ 80¢ 90¢ \$1.00 \$1.10 \$1.20 \$1.30

POUNDS



\* Eastbound only

# TYPICAL TRANSATLANTIC SPECIFIC COMMODITY RATES FROM NEW YORK AND BOSTON AND/OR TO OVERSEAS POINTS SHOWN BELOW

(Effective September 1, 1961)

Rates Shown in Cents—Weights Shown in Kilograms

Minimum Weight Kilograms →	AMSTERDAM												COPENHAGEN																							
	45		100		250		500		1,000		1,500		2,000		2,500		3,000		45		100		250		500		1,000		1,500		2,000		2,500		3,000	
	E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W				
Commodity Item No.																																				
0004.....																																				
1105a.....	85																																			
1224a.....										66																										
1224b.....		80																																		
1400.....			90																																	
1407.....				92																																
1421a.....							68																													
2102.....						79																														
2188a.....	72																																			
2198b.....		72																																		
2203.....	110																																			
2330a.....																																				
2420a.....			70																																	
3991.....																																				
4202.....	70		70							66	66																									
4226.....																																				
4311.....	110		110				70	70																												
4403a.....		88					82																													
4417.....	88	88	80	80																																
4951.....																																				
5299a.....				81																																
5857.....																																				
6001b.....	91		91																																	
7106a.....	72																																			
8205.....																																				
8397a.....	81																																			
8397b.....		81																																		
8911.....																																				
9202a.....	80																																			
9202b.....		80																																		
9995.....	121		121																																	

# TYPICAL TRANSATLANTIC SPECIFIC COMMODITY RATES FROM NEW YORK AND BOSTON AND/OR TO OVERSEAS POINTS SHOWN BELOW

(Effective September 1, 1961)

Rates Shown in Cents—Weights Shown in Kilograms

Minimum Weight Kilograms →	FRANKFURT										LONDON									
	45		100		250		500		1,000		1,500		2,000		2,500		3,000			
	E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W
Commodity Item No.																				
0004																				
1105a	85																			
1224a									66											
1224b		80																		
1400			90																	
1407																				
1421a																				
2102																				
2188a	72																			
2188b		72																		
2203	110		76																	
2330a		70																		
2420a		70																		
3991																				
4202	70	70																		
4226																				
4311	110	110	70	70					66	66										
4403a		88																		
4417	88	88	80	80																
4951																				
5298a			81																	
5857		112																		
6001b	91	91																		
7106a	73		73																	
8205													65							
8397a	81																			
8397b		81																		
8911		150	114																	
9202a	80			92																
9202b		80																		
9995	121	121																		

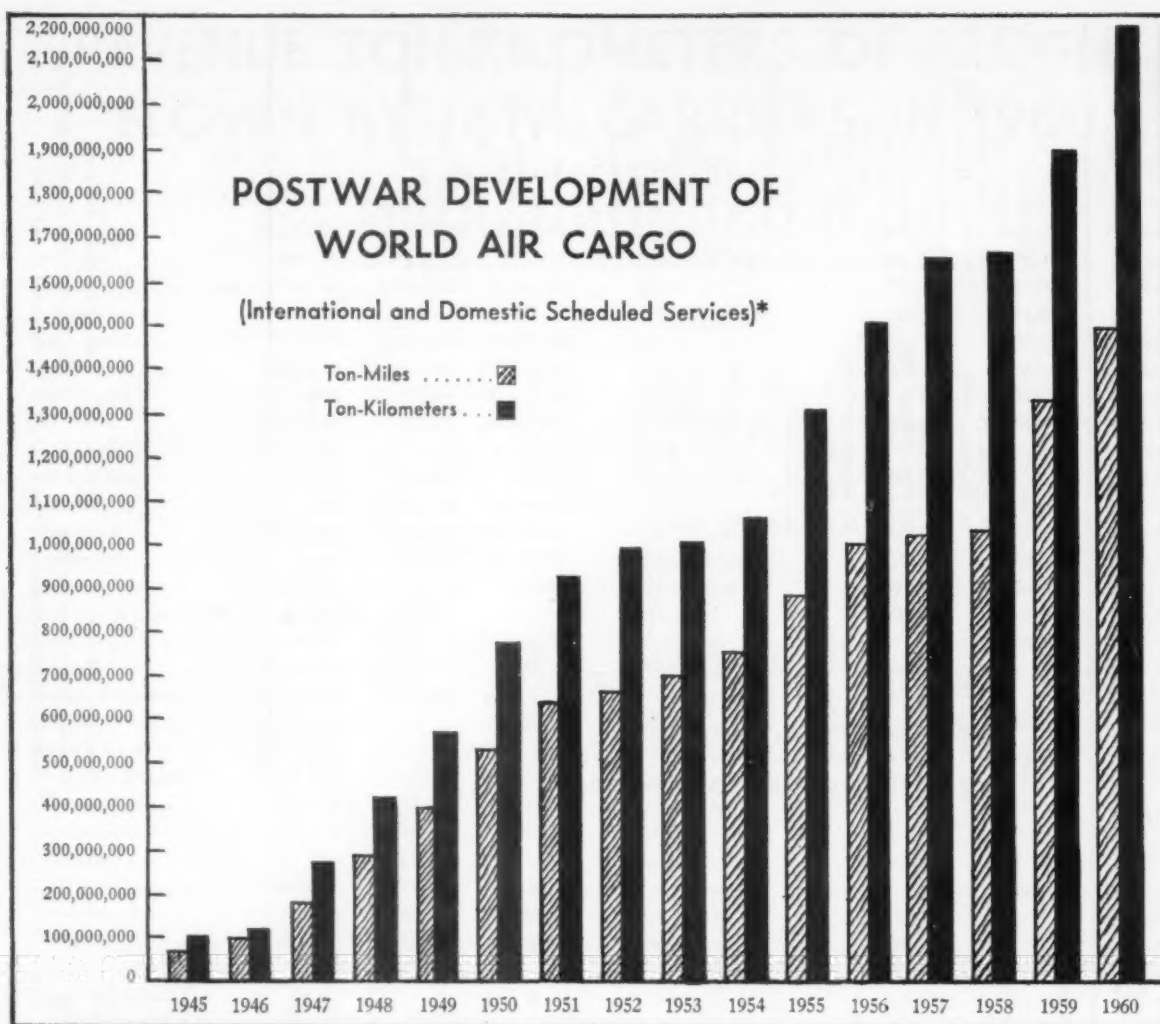
# TYPICAL TRANSATLANTIC SPECIFIC COMMODITY RATES FROM NEW YORK AND BOSTON AND/OR TO OVERSEAS POINTS SHOWN BELOW

(Effective September 1, 1961)

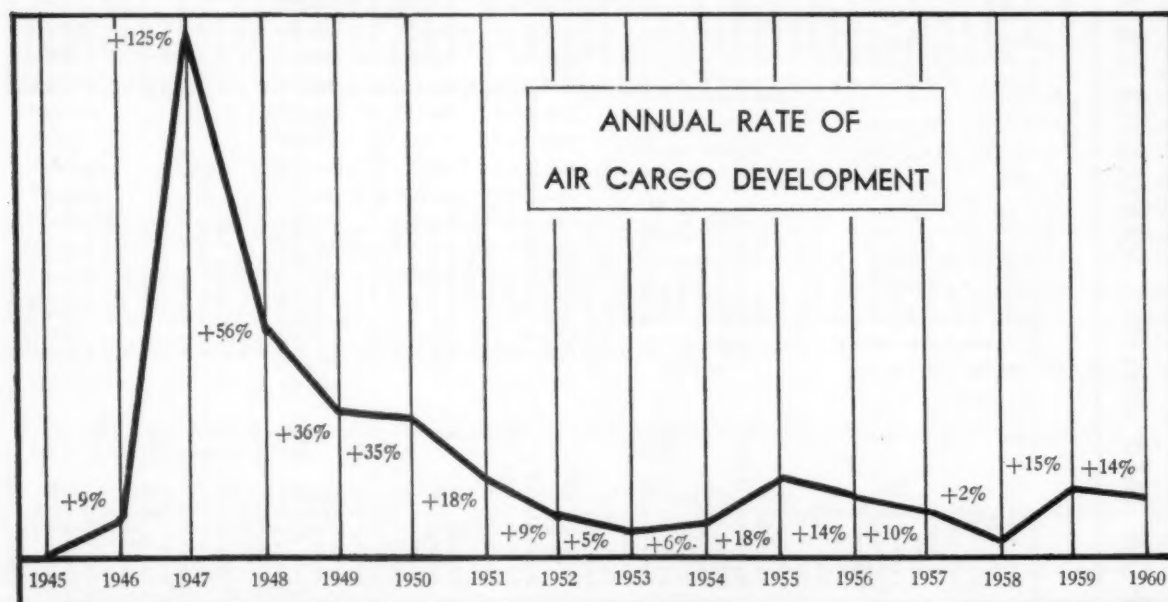
Rates Shown in Cents—Weights Shown in Kilograms

Minimum Weight Kilograms →	MILAN										PARIS									
	45		100		250		500		1,000		1,500		2,000		2,500		3,000			
	E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W	E	W
Commodity Item No.																				
0004.....		70																		
1105a.....	87																			
1224a.....																				
1224b.....		80																		
1400.....		90																		
1407.....																				
1421a.....																				
2102.....																				
2188a.....	74																			
2188b.....		74																		
2203.....	112																			
2330a.....		70																		
2420a.....		70																		
3991.....																				
4202.....	72	72																		
4226.....																				
4311.....	110	110																		
4403a.....		88																		
4417.....	88	88	80	80																
4951.....																				
5298a.....				81																
5857.....																				
6001b.....	91	91																		
7106a.....	73																			
8205.....		90																		
8297a.....	81																			
8397b.....		81																		
8911.....		150																		
9202a.....	80																			
9202b.....		80																		
9995.....	121	121																		





\*The Soviet Union and the People's Republic of China excluded



# HOW IATA AIRLINES RANKED IN CARRIAGE OF SCHEDULED AIR FREIGHT AT THE BEGINNING OF 1961

NOTE: Parenthesized figures indicate ranking of air carrier one year ago.

Domestic		International		Total Services	
Domestic		International		Total Services	
1. Pan American (11)	1. Pan American (11)	54. Aerliente (66)	54. Cestolovenste (63)	54. Garuda (48)	54. Garuda (48)
2. KLM (2)	2. United (3)	55. Iraqi (57)	55. Iranian (57)	55. Middle East (50)	55. Middle East (50)
3. BOAC (3)	3. Flying Tiger (2)	56. Indian (53)	56. Flugtag (59)	56. West African (79)	56. West African (79)
4. Scandinavian (6)	4. TWA (4)	57. Cyprus (56)	57. Sudan (53)	57. United Arab (61)	57. United Arab (61)
5. Air France (4)	5. Eastern (6)	58. LOT (61)	58. DTA (60)	58. Ansett (18)	58. Ansett (18)
6. Qantas (8)	6. Air France (5)	59. Jugoslavenste (62)	59. West African (58)	59. Cubana (59)	59. Cubana (59)
7. Northwest (7)	7. Northwest (7)	60. Delta (58)	60. LOT (62)	60. Malaysian (58)	60. Malaysian (58)
8. Pan American (11)	8. BOAC (8)	61. Malay (59)	61. Swissair (64)	61. Air Liban (60)	61. Air Liban (60)
9. Sabena (9)	9. Avianca (8)	62. Central African (63)	62. Jugoslavenste (66)	62. Tasman (68)	62. Tasman (68)
10. Swissair (7)	10. Delta (9)	63. Flugtag (60)	63. Air Indian (65)	63. Turkish (66)	63. Turkish (66)
11. TWA (12)	11. Trans-Canada (12)	64. Austrian (64)	64. Iraqi (69)	64. Air Ceylon (63)	64. Air Ceylon (63)
12. BEA (10)	12. UAT (13)	65. Sudan (68)	65. CAT (67)	65. CAT (62)	65. CAT (62)
13. Varig (14)	13. Varig (14)	66. Philippine (65)	66. Aer Lingus (72)	66. Central African (67)	66. Central African (67)
14. Air India (13)	14. Indian (15)	67. Turkish (72)	67. KLM (68)	67. Inl (**)	67. Inl (**) (78)
15. Trans-Australia (16)	15. Trans-Australia (16)	68. Vietnam (70)	68. Air Ceylon (70)	68. TAP (69)	68. TAP (69)
16. Pakistan (22)	16. Pakistan (22)	69. National (55)	69. National (55)	69. Iraqi (72)	69. Iraqi (72)
17. National (19)	17. National (19)	70. Garuda (67)	70. New York (73)†	70. Aerlinde (*)	70. Aerlinde (*)
18. Cruzeiro (17)	18. Cruzeiro (17)	71. Skyways (80)	71. Suidwes (75)*	71. Sudan (73)	71. Sudan (73)
19. REAL (18)	19. REAL (18)	72. United (71)	72. Cunard Eagle (Bermuda)**	72. LOT (74)	72. LOT (74)
20. Trans-Canada (20)	20. Trans-Canada (20)	73. Aviacion y Comercio (76)	73. Aviacion y Comercio (76)	73. Flugtag (70)	73. Flugtag (70)
21. Canadian Pacific (22)	21. Canadian Pacific (22)	74. Algerie (75)	74. Algerie (75)	74. Jugoslavenste (76)	74. Jugoslavenste (76)
22. REAL (41)	22. REAL (41)	75. DETA (77)	75. DETA (77)	75. Cyprus (71)	75. Cyprus (71)
23. TAI (26)	23. TAI (26)	76. Cruzeiro (69)	76. Cruzeiro (69)	76. Qubair (77)	76. Qubair (77)
24. LAN (29)	24. LAN (29)	77. DTA (75)*	77. DTA (75)*	77. Aviacion y Comercio (78)	77. Aviacion y Comercio (78)
25. American (25)	25. American (25)	78. Cunard Eagle (Bermuda)**	78. Cunard Eagle (Bermuda)**	78. Air Vietnam (75)	78. Air Vietnam (75)
26. British United (**)†	26. British United (**)†			79. DETA (80)	79. DETA (80)
27. Cestolovenste (32)	27. Cestolovenste (32)			80. Austrian (81)	80. Austrian (81)
28. Panair (29)	28. Panair (29)			81. DTA (*)	81. DTA (*)
29. UAT (35)	29. UAT (35)			82. Skyways (84)	82. Skyways (84)
30. Olympic (44)	30. Olympic (44)			83. New York (83)†	83. New York (83)†
31. Pakistan (40)	31. Pakistan (40)			84. Cunard Eagle (Bahamas) (**)†	84. Cunard Eagle (Bahamas) (**)†
32. Ethiopian (23)	32. Ethiopian (23)			85. Suidwes (85)	85. Suidwes (85)
33. Aer Lingus (33)	33. Aer Lingus (33)				
34. Argentina (30)	34. Argentina (30)				
35. Middle East (49)	35. Middle East (49)				
36. Avianca (37)	36. Avianca (37)				
37. Iranian (28)	37. Iranian (28)				
38. East African (38)	38. East African (38)				
39. Iberia (34)	39. Iberia (34)				
40. West African (73)	40. West African (73)				
41. LAN (47)	41. LAN (47)				
42. Air Liban (36)	42. Air Liban (36)				
43. Tasman (51)	43. Tasman (51)				
44. Aeronaves (46)	44. Aeronaves (46)				
45. Braniff (39)	45. Braniff (39)				
46. United Arab (49)	46. United Arab (49)				
47. Air Ceylon (43)	47. Air Ceylon (43)				
48. Inl (**)†	48. Inl (**)†				
49. CAT (42)	49. CAT (42)				
50. Eastern (52)	50. Eastern (52)				
51. Cuban (50)	51. Cuban (50)				
52. TAP (54)	52. TAP (54)				
53. Finnair (48)	53. Finnair (48)				

\* Tied with Skyways last year.

\* Tied with East African last year.

\*\* Not listed in this column in last edition.

† Tied with Olympic last year.

‡ Tied with Eagle last year.

\* Unreported last year.

\* Tied with East African last year.

\*\* Not listed in this column in last edition.

† Tied with Olympic last year.

‡ Tied with Eagle last year.

# REVENUE TON-KILOMETERS OF FREIGHT FLOWN BY IATA CARRIERS IN 1960

<i>Airline</i>	<i>International</i>	<i>Domestic</i>	<i>Total</i>	<i>Airline</i>	<i>International</i>	<i>Domestic</i>	<i>Total</i>
Aer Lingus	2,852,000	71,000	2,923,000	Iranian	2,630,000	306,000	2,936,000
Aerlinite	880,000	.....	880,000	Iraqi	807,000	78,000	885,000
Aerolineas Argentinas	2,762,000	3,226,000	5,988,000	Japan	12,548,000	2,287,000	14,835,000
Aeronaes	1,659,000	2,809,000	4,468,000	Jugoslavenaki	497,000	178,000	675,000
Air Algerie	19,000	3,379,000	3,398,000	KLM	99,563,000	65,000	99,628,000
Air Ceylon	1,483,000 <sup>1</sup>	53,000	1,536,000	LAN	2,050,000	4,068,000	6,118,000
Air France	39,391,000	37,012,000	76,403,000	LOT	546,000	190,000	736,000
Air India	15,826,000	83,000	15,909,000	Lufthansa	28,661,000	1,253,000	29,914,000
Air Liban	1,816,000	.....	1,816,000	Malayan	468,000	1,397,000	1,865,000
Air Vietnam	191,000	332,000	523,000	Middle East	2,648,000	.....	2,648,000
Alitalia	17,471,000	2,394,000	19,865,000	National	172,000	12,873,000	13,045,000
American	4,186,000 <sup>2</sup>	181,418,000	185,604,000	New York	.....	28,000	28,000
Ansett-ANA	.....	2,136,000	2,136,000	New Zealand	.....	3,758,000	3,758,000
Austrian	426,000	.....	426,000	Northwest	12,955,000	34,466,000	47,421,000
Aviacion y Comercio	37,000	541,000	578,000	Olympic	3,159,000	1,037,000	3,196,000
Avianca	2,638,000	29,369,000	32,007,000	Pakistan	3,075,000	13,850,000	16,925,000
Braniff	1,629,000	7,473,000	9,102,000	Pan American	163,968,000	32,726,000	196,694,000
British European	19,536,000 <sup>3</sup>	3,980,000	23,516,000	Panagra	9,645,000	.....	9,645,000
British Overseas	58,560,000	.....	58,560,000	Panair	3,678,000	6,808,000	10,486,000
British United	3,791,000	.....	3,791,000	Philippine	224,000	2,921,000	3,145,000
Canadian Pacific	5,965,000	2,252,000	8,217,000	Qantas	37,908,000	925,000	38,833,000
Central African	462,000	932,000	1,394,000	Quebecair	.....	578,000	578,000
Ceskoslovenski	3,876,000	320,000	4,196,000	REAL	5,530,000	11,076,000	16,606,000
Chicago <sup>4</sup>	N	N	N	Sabena <sup>5</sup>	28,001,000	5,253,000	33,254,000
Civil Air Transport	1,342,000	77,000	1,419,000	Scandinavian	40,717,000	930,000	41,647,000
Cruzeiro	15,000	11,667,000	11,682,000	Seaboard	35,920,000	.....	35,920,000
Cubana	1,189,000	812,000	2,001,000	Skyways	124,000	.....	124,000
Cunard Eagle	<sup>13</sup> N	.....	.....	South African	8,351,000	1,574,000	9,925,000
Cunard Eagle (Bermuda)	11,000	8,000	19,000	Sudan	365,000	478,000	843,000
Cyprus	632,000	.....	632,000	Suidwes	.....	9,000	9,000
Delta	479,000 <sup>1</sup>	27,937,000	28,416,000	Swissair	27,207,000	184,000	27,391,000
DETA	18,000	428,000	446,000	TAI	4,579,000	5,775,000	10,354,000
DTA	12,000	255,000	267,000	TAP	1,149,000	53,000	1,202,000
East African	2,466,000	1,020,000	3,486,000	Tasman	1,803,000	.....	1,803,000
Eastern	1,204,000	44,135,000	45,339,000	Trans-Australia	.....	16,152,000	16,152,000
El Al	8,404,000	.....	8,404,000	Trans-Canada	7,842,000	22,513,000	30,355,000
Ethiopian	2,997,000	773,000	3,770,000	Trans World	25,772,000	77,219,000	102,991,000
Finnair	1,077,000	1,862,000	2,939,000	Turkish	215,000	1,448,000	1,663,000
Flugfelag	444,000	265,000	709,000	UAT	3,481,000	20,311,000	23,792,000
Flying Tiger	.....	108,996,000	108,996,000	United	114,000	131,718,000	131,832,000
Garuda	161,000	2,710,000	2,871,000	United Arab	1,506,000	675,000	2,181,000
Guest	NA	.....	NA	Varig	3,928,000	19,449,000	23,377,000
Iberia	2,456,000	1,744,000	4,200,000	West African	2,200,000	226,000	2,426,000
Indian	781,000	17,092,000	17,873,000				
Ini	1,351,000	.....	1,351,000				
				TOTAL *	794,501,000	932,396,000	1,726,897,000

\* This represents increases over 1959 of 17.37% in international freight ton-kilometers flown and 3.11% domestic for a total increase of 9.67%.

<sup>1</sup>—Domestic sectors of international flights excluded.

<sup>2</sup>—Small quantities of mail and excess baggage.

<sup>3</sup>—Domestic sectors of international flights and all operations to Canada excluded.

<sup>4</sup>—Colonial cabotage service included.

<sup>5</sup>—Excess baggage included.

<sup>6</sup>—Belgium-Congo operations excluded.

<sup>7</sup>—Canada-U. S. operations excluded.

<sup>8</sup>—Helicopter airline.

<sup>9</sup>—London-Gibraltar cabotage services included. Operations over Cyprus

<sup>10</sup>—Airway excluded.

<sup>11</sup>—Estimate included in total.

<sup>12</sup>—Estimated.

<sup>13</sup>—Breakdown between international and domestic not available.

<sup>14</sup>—Negligible.

<sup>15</sup>—None.

NA—Not Available.

# REVENUE TON-MILES OF FREIGHT AND EXPRESS CARRIED

	1946	1947	1948	1949	1950	1951	1952
<b>DOMESTIC TRUNK AIRLINES</b>							
FREIGHT	14,433,000	35,214,000	70,438,000	94,190,000	12,861,000	100,581,000	117,128,000
% OF CARGO	37.90%	55.24%	70.29%	77.51%	75.54%	71.41%	74.37%
EXPRESS	23,652,000	28,533,000	29,769,000	27,329,000	36,538,000	40,260,000	40,375,000
% OF CARGO	62.10%	44.76%	29.71%	22.49%	24.46%	28.59%	25.63%
TOTAL	38,085,000	63,747,000	100,207,000	121,519,000	149,399,000	140,841,000	157,503,000
<b>LOCAL SERVICE AIRLINES</b>							
FREIGHT		62,000	265,000	436,000	696,000	920,000	1,116,000
% OF CARGO		34.44%	58.24%	57.67%	52.77%	50.33%	55.52%
EXPRESS	24,000	118,000	190,000	320,000	623,000	908,000	894,000
% OF CARGO	100%	65.56%	41.76%	42.33%	47.23%	49.67%	44.48%
TOTAL	24,000	180,000	455,000	756,000	1,319,000	1,828,000	2,010,000
<b>INTRA-HAWAIIAN AIRLINES</b>							
FREIGHT	389,000	636,000	581,000	618,000	529,000	855,000	1,258,000
% OF CARGO	77.64%	84.57%	81.26%	83.29%	81.63%	89.53%	95.81%
EXPRESS	112,000	116,000	134,000	124,000	119,000	100,000	55,000
% OF CARGO	22.36%	15.43%	18.74%	16.71%	18.37%	10.47%	4.19%
TOTAL	501,000	752,000	715,000	742,000	648,000	955,000	1,313,000
<b>HELICOPTER AIRLINES</b>							
FREIGHT							
% OF CARGO							
EXPRESS							
% OF CARGO							
TOTAL							
<b>INTERNATIONAL &amp; OVERSEAS AIRLINES</b>							
FREIGHT		2,110,000	4,012,000	6,714,000	16,050,000	71,004,000	72,346,000
% OF CARGO		6.41%	8.80%	11.96%	26.50%	99.59%	99.61%
EXPRESS	15,090,000	30,786,000	41,581,000	49,444,000	44,513,000	289,000	281,000
% OF CARGO	100%	93.59%	91.20%	88.04%	73.50%	0.41%	0.39%
TOTAL	15,090,000	32,896,000	45,593,000	56,158,000	60,563,000	71,293,000	72,627,000
<b>ALASKAN AIRLINES</b>							
FREIGHT			1,027,000*	618,000*	882,000*	1,763,000*	4,252,000*
EXPRESS							
<b>ALL-CARGO AIRLINES</b>							
FREIGHT				10,542,000	58,420,000	78,578,000	92,367,000
% OF CARGO				100%	100%	100%	100%
EXPRESS							
% OF CARGO							
TOTAL				10,542,000	58,420,000	78,578,000	92,367,000
<b>COMBINED INDUSTRY</b>							
FREIGHT	14,822,000	38,022,000	76,323,000	113,118,000	189,438,000	253,701,000	288,467,000
% OF CARGO	28.72%	38.97%	51.57%	59.43%	69.84%	85.92%	87.40%
EXPRESS	38,878,000	59,553,000	71,674,000	77,217,000	81,793,000	41,557,000	41,605,000
% OF CARGO	71.28%	61.03%	48.43%	40.57%	30.16%	14.08%	12.60%
TOTAL	53,700,000	97,575,000	147,997,000	190,335,000	271,231,000	330,072,000	330,072,000



# BY UNITED STATES SCHEDULED AIRLINES: 1946-1960

1953	1954	1955	1956	1957	1958	1959	1960
131,778,000	144,276,000	174,017,000	190,592,000	218,432,000	240,510,000	282,473,000	320,949,000
75.61%	78.24%	77.82%	79.31%	83.63%	85.58%	84.17%	85.27%
42,514,000	40,122,000	49,603,000	49,709,000	42,752,000	45,890,000	53,106,000	55,440,000
24.39%	21.76%	22.18%	20.69%	16.37%	14.42%	15.83%	14.73%
174,292,000	184,604,000	223,620,000	240,301,000	261,184,000 <sup>a</sup>	286,400,000 <sup>a</sup>	335,579,000	376,389,000 <sup>f</sup>
1,179,000	1,158,000	1,355,000	1,624,000	2,082,000	2,241,000	3,122,000 <sup>1</sup>	3,847,000
55.27%	52.61%	49.13%	49.08%	55.86%	55.44%	58.55% <sup>1</sup>	61.39%
954,000	1,043,000	1,403,000	1,687,000	1,645,000	1,801,000	2,210,000 <sup>1</sup>	2,419,000
44.73%	47.39%	50.87%	50.82%	44.14%	44.56%	41.45% <sup>1</sup>	38.61%
2,133,000	2,201,000	2,758,000	3,311,000	3,727,000	4,042,000	5,332,000	6,266,000 <sup>a</sup>
1,503,000	1,657,000	1,646,000	1,475,000	1,536,000	1,587,000	1,625,000	1,806,000
100%	100%	100%	100%	100%	100%	100%	100%
1,503,000	1,657,000	1,646,000	1,475,000	1,536,000	1,587,000	1,625,000	1,806,000
2,000	5,000	5,000	7,000	8,000	6,000	7,000	6,000
100%	27.78%	13.89%	18.42%	19.51%	15.79%	14.58%	13.04%
	13,000	31,000	31,000	33,000	32,000 <sup>1</sup>	41,000	40,000
	72.22%	86.11%	81.58%	80.49%	84.21%	85.42%	86.96%
2,000	18,000	36,000	38,000	41,000	38,000 <sup>1</sup>	48,000	46,000
74,427,000	81,886,000	90,598,000	109,235,000	123,280,000	128,925,000	153,956,000	184,930,000
99.71%	99.74%	99.73%	100%	100%	100%	100%	100%
219,000	217,000	243,000					
0.29%	0.26%	0.27%					
74,646,000	82,103,000	90,841,000	109,235,000	123,280,000	128,925,000	153,956,000	184,930,000
5,908,000 <sup>a</sup>	5,998,000 <sup>a</sup>	7,300,000 <sup>a</sup>	7,948,000 <sup>a</sup>	7,201,000 <sup>a</sup>	6,937,000 <sup>a</sup>	7,484,000 <sup>1</sup> <sup>a</sup>	8,887,000 <sup>a</sup>
88,812,000	76,653,000	107,945,000	140,420,000	155,126,000	121,382,000	140,816,000	123,367,000
100%	100%	100%	99.10%	98.96%	98.87%	99.12%	99.16%
			1,266,000	1,638,000	1,112,000	1,250,000	1,049,000
			0.90%	1.04%	1.13%	0.88%	0.84%
88,812,000	76,653,000	107,945,000	141,686,000	156,764,000	122,494,000 <sup>a</sup>	142,066,000	124,416,000
303,609,000	311,633,000	382,866,000	451,301,000	507,665,000	501,586,000	589,483,000 <sup>1</sup>	643,792,000
87.42%	88.25%	88.19%	89.54%	91.68%	91.12%	91.24%	91.61%
43,687,000	41,395,000	51,280,000	52,693,000	46,065,000	48,835,000	56,607,000 <sup>1</sup>	58,948,000
12.58%	11.75%	11.81%	10.46%	8.32%	8.87%	8.76%	8.39%
347,296,000	353,028,000	434,146,000	503,994,000	553,730,000	550,421,000	646,090,000 <sup>1</sup>	702,740,000

<sup>1</sup> Figure adjusted since last edition. <sup>a</sup> Slick temporarily suspended service on Feb. 22, 1958. <sup>1</sup> Total of 11 days lost during strike. <sup>1</sup> Total of 210 days lost during five strikes. <sup>2</sup> Total of 13 days lost during strike affecting two trunk lines. <sup>3</sup> Freight and express combined. <sup>4</sup> Two air carriers affected by strikes. <sup>5</sup> One air carrier affected by strike.

# REVENUE CARGO TRAFFIC STATISTICS

## U. S. SCHEDULED AIRLINES

### 1960

NOTE: Parenthesized figures indicate total in 1959.

NOTE: Last three digits (000s) have been dropped, rather than rounded. Accordingly, the figures shown here occasionally will differ slightly from those that would be obtained by calculations made from the shortened basic figures used in this report.

<sup>1</sup> Service inaugurated during the year.

<sup>2</sup> Statistics not available at official reporting deadline.

<sup>3</sup> This figure includes the non-scheduled operations of Aaxico and Slick Airways which have suspended common-carrier operations.

<sup>4</sup> Traffic affected by labor dispute.

<sup>5</sup> Mail flights unreported.

<sup>6</sup> Unreported.

### TON MILES (in thousands)

AIRLINES	SCHEDULED FREIGHT	NON-SCHED. FREIGHT	EXPRESS	EXCESS BAGGAGE	PRIORITY U. S. MAIL	NON-PRIOR. U. S. MAIL	FOREIGN MAIL	SCHEDULED ALL-CARGO AIRCRAFT MILES (000)
<b>"BIG 4" TRUNKS (DOM.)</b>								
American	112,284(100,500)	40(70)	12,059(10,530)	5,828(5,749)	20,385(19,970)	3,068(2,677)		7,824(7,841)
Eastern <sup>1</sup>	21,621(17,026)	1(*)	6,418(6,182)	5,460(5,624)	11,527(9,833)	3,266(2,656)		878
TWA	43,801(32,120)	1(9)	9,087(8,943)	3,635(3,681)	18,068(15,547)	3,200(2,045)		3,085(1,853)
United	78,981(74,077)	161(25)	11,415(11,978)	5,022(4,899)	31,641(27,085)	4,902(4,192)		5,976(5,035)
<b>OTHER TRUNKS (DOM.)</b>								
Braniff	7,473(7,786)	2(18)	1,978(2,184)	912(914)	4,829(4,152)	306(17)		447(441)
Capital	5,613(4,698)	7(2)	3,474(3,226)	1,248(1,348)	4,489(4,415)	2,021(1,510)		1,250
Continental	5,127(2,608)		1,420(533)	749(588)	2,167(1,484)	174(100)		
Delta	15,454(15,283)	11(2)	3,680(3,576)	2,077(1,947)	4,942(4,640)	955(410)		1,763(1,847)
National	8,022(7,055)		793(880)	1,805(2,052)	2,197(2,056)	1,751(1,767)		362
Northeast	2,657(1,352)		489(477)	403(400)	842(666)	709(591)		
Northwest <sup>2</sup>	17,852(16,153)		3,422(3,213)	1,197(1,388)	6,171(6,155)	1,421(939)		1,790(828)
Western	4,059(3,846)		1,199(1,081)	729(723)	2,778(2,478)	1,067(1,119)		
<b>LOCAL SERVICE (DOM.)</b>								
Allegheny	522(338)	*	356(266)	56(46)	188(137)	15(8)		
Bonanza	125(103)		41(29)	61(42)	32(43)	46(37)		
Central	140(141)		47(48)	27(27)	73(77)	31(15)		
Frontier	753(781)		120(121)	126(104)	191(171)	140(116)		
Lake Central			222(210)	24(23)	67(48)	3(1)		
Mohawk <sup>4</sup>	224(199)		215(194)	41(42)	206(133)	11(14)		
North Central	508(220)		542(538)	130(118)	378(316)	116(100)		
Ozark	361(316)		309(288)	67(53)	188(150)	21(15)		
Pacific	106(90)		53(56)	42(38)	135(129)	61(44)		
Piedmont	234(190)	4(1)	170(163)	84(85)	133(115)	33(69)		
Southern <sup>5</sup>	182(168)		126(126)	42(41)	170(116)	9(8)		
Trans-Texas	476(420)		150(124)	47(51)	205(177)	59(50)		
West Coast	229(141)	*(*)	59(42)	46(35)	137(78)	37(21)		
<b>HELICOPTER (DOM.)</b>								
Chicago				2(1)	14(14)			
Los Angeles			25(27)	1(*)	58(54)			143(146) <sup>6</sup>
New York	6(7)		12(13)	1(1)	19(18)			40(40) <sup>6</sup>
<b>INTRA-ALASKA</b>								
Alaska Coastal	62(47)	1(1)	11(11)	50(47)				
Cordova	161(94)	403(450)	9(7)	50(52)				
Ellis	32(30)	1(1)	6(5)	27(25)				
Northern Consolidated	713(651)	35(36)	37(37)	490(398)				
Reeve	704(630)							
Western Alaska <sup>6</sup>	6			34				
Wien	741(584)	457(2,088)		30(26)	546(462)			
<b>INTRA-HAWAII</b>								
Aloha	83(76)			9(10)	32(26)	2(*)		
Hawaiian	1,720(1,548)	1,189(150)		21(19)	48(49)	3(*)		540(485)
<b>DOMESTIC ALL-CARGO</b>								
Flying Tiger	73,987(66,417)	31,124(37,182)	666(838)		541(509)	110(110)		5,348(5,746)
Riddle	14,528(6,480)	11,218(14,221)	382(331)		131(72)	122(10)		3,378(3,588)
<b>MISC. CARRIER</b>								
Avalon <sup>1</sup>	4					3		
<b>INTERNATIONAL &amp; TERRITORIAL (PASSENGER-CARGO)</b>								
Alaska	2,328(2,001)	2,167(1,919)	49(40)	55(51)	814(756)	74(3)		
American	2,859(2,624)		9(6)	149(153)	120(122)		36(66)	223(193)
Braniff	1,628(1,291)			320(314)	403(258)		105(146)	
Caribbean-Atlantic	94(57)	(2)		20(19)	26(22)			
Delta	327(458)			179(215)	57(83)		7(15)	
Eastern <sup>4</sup>	3,014(1,621)	7		617(557)	1,417(1,001)	44	37(208)	641
Mackey	56(41)		2(2)	7(6)				
National	108(477)		10(61)	137(122)				320(556)
Northwest	11,018(11,747)	33(53)	186(263)	393(449)	14,334(16,164)	1,263	1,293(1,170)	*(198)
Pacific Northern	3,989(3,220)	1(*)	100(85)	189(136)	1,527(1,362)	57(7)		
Pan American (total)	134,681(113,857)	2,256(2,007)	41(*)	8,868(8,580)	46,941(39,567)	7,927(*)	5,256(4,988)	11,051(9,947)
(Alaska)	2,029(1,813)		6(*)	53(41)	429(412)	30(*)		

# REVENUE CARGO TRAFFIC STATISTICS

U. S. SCHEDULED AIRLINES 1960

AIRLINES	TON MILES (in thousands)							SCHEDULED ALL-CARGO AIRCRAFT MILES (000)
	SCHEDULED FREIGHT	NON-SCHED. FREIGHT	EXPRESS	EXCESS BAGGAGE	PRIORITY U. S. MAIL	NON-PRIOR. U. S. MAIL	FOREIGN MAIL	
INTERNATIONAL & TERRITORIAL (PASSENGER-CARGO)								
(Atlantic)	49,931(33,549)	1,606(1,091)		3,001(2,998)	18,093(16,967)	4,366(*)	2,442(2,314)	3,331(2,612)
(Latin American)	49,931(53,752)	442(659)		191,600(198,696)	5,273(5,046)	123(*)	935(959)	5,284(6,272)
(Pacific)	32,739(29,742)	208(256)	34(*)		23,144(17,140)	3,406(*)	1,879(1,712)	2,435(962)
Panagra	6,606(5,915)	79(39)		632(641)	1,009(946)		491(413)	380(350)
South Pacific <sup>1</sup>	8	3		2	3		1	
Trans-Caribbean	4,490(3,732)	63(4)		158(155)				240(253)
Trans World	17,652(10,603)	63(10,761)		1,559(1,381)	13,618(11,507)	2,487(*)	1,175(1,233)	1,553(818)
United	1,779(1,105)		120(24)	48(35)	2,218(1,772)	438		
Western	292(204)			99(93)	106(129)		34(40)	
INTERNATIONAL & TERRITORIAL (ALL CARGO)								
ASA	4,467(6,255)	1,192(749)			71(22)	3		733(869)
Riddle	5,781(7,520)	161(97)	*					1,094(1,217)
Seaboard	24,602(22,803)	16,232(11,991)			6,495(5,323)	2,654	217(78)	4,029(4,436)
COMBINED TOTALS								
Big 4	254,688(223,724)	204(105)	38,980(37,634)	19,946(20,154)	79,620(72,437)	14,438(11,471)		17,565(13,930)
Other Trunks	66,281(58,749)	22(21)	16,459(15,472)	9,124(9,264)	28,439(26,047)	8,406(6,457)		4,364(3,119)
Local Service	3,947(3,122)	5(2)	2,419(2,210)	799(710)	2,125(1,695)	588(504)		
Helicopter	6(7)		40(41)	4(3)	91(87)			396(403)
DOMESTIC	2,422(2,138)	1,083(2,910)		127(114)	1,796(1,501)	5(*)		540(486)
Intra-Alaska	1,806(1,625)	1,189(150)		31(29)	81(75)			
Intra-Hawaii	89,615(104,236)	132,695(134,702)	1,049(1,250)		673(582)	232(161)		8,726(9,650)
All-Cargo <sup>2</sup>	4					3		
Miscellaneous	4							
Total	417,553(393,604)	135,200(137,893)	58,949(56,606)	30,034(30,277)	112,829(102,425)	23,675(18,595)		31,593(27,588)
INT'L	190,935(156,967)	6,630(55,696)	520(482)	13,410(12,897)	82,626(73,696)	12,233(20)	8,460(8,279)	14,092(11,659)
& All-Cargo <sup>3</sup>	34,852(36,580)	17,567(12,838)	*		6,567(5,546)	2,657(*)	217(78)	5,857(6,523)
TERR. Total	225,787(195,448)	24,237(68,535)	520(482)	13,410(12,897)	89,193(79,242)	14,891(20)	8,678(8,357)	19,949(18,183)
Certificated Route Industry	643,340(569,052)	189,438(206,429)	59,470(57,091)	43,444(43,174)	202,023(181,668)	38,566(18,616)	8,678(8,357)	51,543(45,771)

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# HOW THE U. S. TRUNK LINES AND CERTIFICATED ALL-CARGO LINES RANK IN SCHEDULED DOMESTIC AIR FREIGHT AND AIR EXPRESS TRAFFIC 1954-60

NOTE: Parenthesized figures indicate ton-miles flown. All-cargo lines are distinguished by bold type.

## AIR FREIGHT

1954	1955	1956	1957	1958	1959	1960
1. American (53,909,000).....	American (67,011,000).....	American (74,800,000).....	American (82,408,000).....	American (91,160,000) <sup>1</sup> .....	American (100,500,000) <sup>1</sup> .....	American (112,284,000)
2. United (33,598,000).....	<b>Flying Tiger</b> (46,926,000)	<b>Flying Tiger</b> (54,958,000)	<b>Flying Tiger</b> (58,129,000)	<b>Flying Tiger</b> (68,394,000)	<b>Flying Tiger</b> (86,417,000)	United (76,981,000)
3. Slick (32,775,000).....	<b>Slick</b> (41,876,000).....	United (50,859,000).....	United (56,586,000).....	United (66,542,000).....	United (74,077,000).....	<b>Flying Tiger</b> (73,987,000)
4. <b>Flying Tiger</b> (25,314,000)	United (39,526,000).....	<b>Slick</b> (49,455,000).....	<b>Slick</b> (44,341,000).....	<b>Riddle</b> (25,680,000).....	TWA (32,120,000) <sup>4</sup> .....	TWA (43,801,000)
5. TWA (21,271,000).....	TWA (24,253,000).....	<b>Riddle</b> (43,830,000).....	<b>Riddle</b> (30,871,000).....	TWA (24,012,000) <sup>2</sup> .....	<b>Riddle</b> (24,000,000).....	Eastern (21,621,000) <sup>5</sup>
6. <b>Riddle</b> (14,172,000).....	Eastern (13,988,000).....	TWA (23,674,000).....	TWA (25,512,000).....	Delta (12,776,000).....	Eastern (17,026,000) <sup>3</sup> .....	<b>Riddle</b> (20,309,000)
7. Eastern (10,350,000).....	<b>Riddle</b> (13,417,000).....	Eastern (16,213,000).....	Eastern (15,636,000).....	Eastern (12,669,000) <sup>3</sup> .....	Northwest (16,153,000).....	Northwest (17,852,000) <sup>12</sup>
8. Delta (5,737,000).....	Delta (6,608,000).....	Delta (7,784,000).....	Northwest (9,405,000).....	Northwest (11,106,000).....	Delta (15,263,000) <sup>4</sup> .....	Delta (15,454,000)
9. National (4,468,000).....	Northwest (6,581,000).....	Northwest (7,755,000).....	Delta (9,002,000).....	Braniff (6,696,000).....	Braniff (7,786,000).....	National (8,022,000)
10. Northwest (4,467,000).....	National (4,262,000).....	National (4,986,000).....	National (5,193,000) <sup>7</sup> .....	National (6,292,000).....	National (7,055,000).....	Braniff (7,473,000)
11. Capital (4,205,000).....	Capital (3,987,000).....	Braniff (4,096,000).....	Braniff (5,077,000).....	<b>AAIXICO</b> (3,777,000).....	Capital (4,686,000).....	Capital (5,613,000)
12. Braniff (2,915,000).....	Braniff (3,428,000).....	Capital (3,562,000).....	Capital (4,517,000).....	Capital (3,771,000) <sup>8</sup> .....	Western (3,846,000).....	Continental (5,127,000)
13. Western (1,796,000).....	Western (2,347,000).....	Western (1,849,000).....	Western (2,890,000).....	<b>Slick</b> (2,514,000) <sup>9</sup> .....	Continental (2,605,000).....	Western (4,059,000)
14. Continental (932,000).....	Continental (1,290,000).....	Continental (1,242,000).....	Continental (1,561,000).....	Western (2,396,000) <sup>10</sup> .....	Northeast (1,352,000).....	Northeast (2,657,000)
15. Northeast (299,000).....	Northeast (357,000).....	Northeast (305,000).....	Northeast (645,000).....	Continental (1,968,000).....	<b>AAIXICO</b> (1,337,000) <sup>11</sup> .....	
16. Colonial (291,000).....	Colonial (343,000).....			Northeast (1,174,000).....		

## AIR EXPRESS

1954	1955	1956	1957 <sup>6</sup>	1958	1959	1960
1. United (10,470,000).....	United (12,791,000).....	United (12,739,000).....	American (9,552,000).....	United (11,024,000).....	United (11,976,000).....	American (12,059,000)
2. American (8,590,000).....	American (11,083,000).....	American (10,750,000).....	United (8,998,000).....	American (9,607,000) <sup>1</sup> .....	American (10,530,000) <sup>1</sup> .....	United (11,415,000)
3. TWA (8,407,000).....	TWA (8,407,000).....	TWA (9,090,000).....	TWA (7,345,000).....	TWA (7,065,000) <sup>2</sup> .....	TWA (8,943,000).....	TWA (9,087,000)
4. Eastern (5,669,000).....	Eastern (5,669,000).....	Eastern (5,373,000).....	Eastern (5,297,000).....	Eastern (4,884,000) <sup>3</sup> .....	Eastern (6,182,000) <sup>3</sup> .....	Eastern (6,418,000) <sup>5</sup>
5. Delta (2,465,000).....	Capital (2,830,000).....	Delta (3,219,000).....	Delta (2,881,000).....	Delta (3,269,000).....	Delta (3,576,000).....	Delta (3,680,000)
6. Capital (2,421,000).....	Delta (2,697,000).....	Northwest (2,720,000).....	Northwest (2,471,000).....	Northwest (2,628,000).....	Capital (3,225,000).....	Capital (3,474,000)
7. Northwest (1,898,000).....	Northwest (2,655,000).....	Capital (2,261,000).....	Capital (2,373,000).....	Capital (2,809,000) <sup>4</sup> .....	Northwest (3,213,000).....	Northwest (3,422,000) <sup>12</sup>
8. Braniff (1,190,000).....	Braniff (1,397,000).....	Braniff (1,541,000).....	Braniff (1,419,000).....	Braniff (2,055,000).....	Braniff (2,184,000).....	Braniff (1,978,000)
9. Western (759,000).....	Western (856,000).....	Western (805,000).....	Western (1,095,000).....	National (720,000).....	Western (1,081,000).....	Continental (1,420,000)
10. National (621,000).....	National (708,000).....	National (703,000).....	<b>Slick</b> (719,125).....	Western (708,000) <sup>10</sup> .....	National (880,000).....	Western (1,199,000)
11. Continental (221,000).....	Continental (301,000).....	<b>Slick</b> (547,279).....	National (610,000) <sup>7</sup> .....	Continental (542,000).....	<b>Flying Tiger</b> (838,000).....	National (793,000)
12. Northeast (171,000).....	Northeast (186,000).....	<b>Riddle</b> (386,963).....	Continental (457,000).....	<b>Flying Tiger</b> (480,000).....	Continental (833,000).....	<b>Flying Tiger</b> (666,000)
13. Colonial (93,000).....		Continental (316,000).....	<b>Flying Tiger</b> (422,117).....	<b>Riddle</b> (376,000).....	Northeast (477,000).....	Northeast (489,000)
14.		<b>Flying Tiger</b> (298,617).....	<b>Riddle</b> (323,533).....	Northeast (372,000).....	<b>Riddle</b> (331,000).....	<b>Riddle</b> (382,000)
15.		Northeast (190,000).....	Northeast (248,000).....	<b>AAIXICO</b> (209,000).....	<b>AAIXICO</b> (81,000) <sup>11</sup> .....	
16.			<b>AAIXICO</b> (184,774).....	<b>Slick</b> (45,000) <sup>9</sup> .....		

<sup>1</sup> Affected by strike, Dec. 20, 1958-Jan. 11, 1959.

<sup>2</sup> Affected by strike, Nov. 21-Dec. 8, 1958.

<sup>3</sup> Affected by strike, Nov. 24, 1958-Jan. 2, 1959.

<sup>4</sup> Revised total.

<sup>5</sup> Affected by flight crew labor troubles, June 12-22, 1960.

<sup>6</sup> Air express traffic was affected by a three-month strike by REA employees.

<sup>7</sup> Affected by strike, Sept. 23-Oct. 24, 1957.

<sup>8</sup> Affected by strike, Oct. 17-Nov. 23, 1958.

<sup>9</sup> Suspended services Feb. 22, 1958.

<sup>10</sup> Affected by strike, Feb. 22-June 10, 1958.

<sup>11</sup> Suspended service July 1, 1959.

<sup>12</sup> Affected by lengthy strike, started Oct. 11, 1960.



# HOW THE UNITED STATES SCHEDULED LOCAL SERVICE CARRIERS RANK IN SCHEDULED AIR FREIGHT AND AIR EXPRESS: 1954-60

(Note: Parenthesized figures indicate ton-miles flown)

## AIR FREIGHT

1954	1955	1956	1957	1958	1959	1960
1. Frontier (443,000)	Frontier (639,000)	Frontier (645,000)	Frontier (745,000)	Frontier (671,000)	Frontier (781,000)	Frontier (733,000)
2. Piedmont (153,000)	Pioneer (160,000) <sup>1</sup>	Trans-Texas (241,000)	Trans-Texas (281,000)	Trans-Texas (331,000)	Trans-Texas (420,000)	Allegheny (522,000)
3. Trans-Texas (124,000)	Trans-Texas (159,000)	Piedmont (144,000)	Mohawk (250,000)	Allegheny (235,000)	Allegheny (338,000)	North Central (508,000)
4. Mohawk (76,000)	Piedmont (157,000)	Mohawk (125,000)	Allegheny (171,000)	Ozark (191,000)	Ozark (316,000)	Trans-Texas (476,000)
5. Southwest (75,000)	Southwest (129,000)	Southwest (101,000)	Piedmont (167,000)	Mohawk (179,000)	North Central (220,000)	Ozark (361,000)
6. West Coast (48,000)	Mohawk (83,000)	Ozark (80,000)	Ozark (163,000)	Piedmont (153,000)	Mohawk (199,000)	Piedmont (234,000)
7. Central (39,000)	West Coast (75,000)	Bonanza (76,000)	Central (86,000)	Central (107,000)	Piedmont (190,000)	West Coast (229,000)
8. Bonanza (37,000)	Central (56,000)	Allegheny (72,000)	Southwest (78,000)	West Coast (104,000)	Southern (168,000)	Mohawk (224,000)
9. Pioneer (36,000)	Bonanza (53,000)	Central (65,000)	Bonanza (74,000)	Bonanza (93,000)	West Coast (141,000)	Southern (162,000) <sup>3</sup>
10.		West Coast (63,000)	West Coast (59,000)	Southern (91,000)	Central (141,000)	Central (140,000)
11.			Southern (2,000)	Pacific (87,000) <sup>2</sup>	Bonanza (103,000)	Bonanza (125,000)
12.					Pacific (94,000) <sup>4</sup>	Pacific (106,000)

## AIR EXPRESS

1954	1955	1956	1957	1958	1959	1960
1. North Central (194,000)	North Central (298,000)	North Central (367,000)	North Central (364,000)	North Central (406,000)	North Central (538,000)	North Central (542,000)
2. Allegheny (132,000)	Allegheny (193,000)	Allegheny (214,000)	Allegheny (202,000)	Allegheny (224,000)	Ozark (288,000)	Allegheny (358,000)
3. Piedmont (107,000)	Piedmont (153,000)	Southern (165,000)	Ozark (185,000)	Ozark (210,000)	Allegheny (266,000)	Ozark (309,000)
4. Lake Central (95,000)	Southern (133,000)	Lake Central (147,000)	Lake Central (160,000)	Lake Central (174,000)	Lake Central (210,000)	Lake Central (222,000)
5. Southern (83,000)	Lake Central (130,000)	Mohawk (107,000)		Mohawk (165,000)	Mohawk (194,000)	Mohawk (215,000)
6. Ozark (82,000)	Ozark (123,000)	Trans-Texas (104,000)	Southern (129,000)	Piedmont (145,000)	Piedmont (163,000)	Piedmont (170,000)
7. Frontier (74,000)	Frontier (86,000)	Frontier (96,000)	Piedmont (115,000)	Southern (120,000)	Southern (126,000)	Trans-Texas (150,000)
8. Mohawk (62,000)	Mohawk (75,000)	Southwest (58,000)	Trans-Texas (95,000)	Trans-Texas (101,000)	Trans-Texas (124,000)	Southern (126,000)
9. Trans-Texas (60,000)	Trans-Texas (72,000)	Bonanza (30,000)	Frontier (91,000)	Frontier (100,000)	Frontier (121,000)	Frontier (120,000)
10. Southwest (47,000)	Southwest (56,000)	Central (29,000)	Pacific (54,000)	Pacific (57,000) <sup>2</sup>	Pacific (56,000)	West Coast (59,000)
11. West Coast (22,000)	Bonanza (25,000)	West Coast (27,000)	Bonanza (27,000)	Central (34,000)	Central (46,000)	Pacific (53,000)
12. Central (17,000)	West Coast (23,000)		Central (26,000)	Bonanza (31,000)	West Coast (42,000)	Central (47,000)
13. Bonanza (16,000)	Central (20,000)		West Coast (25,000)	West Coast (30,000)	Bonanza (29,000)	Bonanza (41,000)

<sup>1</sup> Continental and Pioneer merged on April 1, 1955.

<sup>2</sup> Southwest changed name to Pacific on March 6, 1958.

<sup>3</sup> Affected by lengthy strike, started June 5, 1960.

<sup>4</sup> Revised total.

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# SOURCES OF U. S. AIRLINE REVENUES\*

## 1946-1960

	TOTAL REVENUES	PASSENGERS	FREIGHT	EXPRESS	MAIL	PUBLIC SERVICE	OTHER
1946.....	\$463,959,000	79.10%	0.94%	4.47%	10.13%		5.36%
1947.....	\$573,849,000	78.28%	1.64%	4.80%	10.76%		4.52%
1948.....	\$691,879,000	71.85%	2.33%	4.28%	17.08%		4.46%
1949.....	\$769,152,000	71.50%	2.79%	3.80%	17.77%		4.14%
1950.....	\$839,920,000	72.38%	4.47%	3.42%	14.60%		5.13%
1951.....	\$1,002,307,000	77.80%	4.77%	1.52%	11.41%		4.60%
1952.....	\$1,165,612,000	78.39%	5.94%	1.41%	10.12%		4.14%
1953.....	\$1,313,284,000	79.44%	5.67%	1.32%	4.84%	4.85%	3.88%
1954.....	\$1,437,805,000	81.13%	5.54%	1.09%	4.01%	4.62%	3.61%
1955.....	\$1,634,930,000	83.40%	5.74%	1.24%	3.45%	2.10%	4.07%
1956.....	\$1,876,561,000	82.15%	5.79%	1.04%	3.34%	2.32%	5.36%
1957.....	\$2,115,429,000	81.63%	5.76%	0.78%	3.30%	2.05%	6.48%
1958.....	\$2,236,199,000	81.68%	5.78%	0.78%	3.33%	2.08%	6.35%
1959.....	\$2,610,956,000†	82.93%†	5.80%†	0.79%	3.18%†	2.10%†	5.20%†
1960**....	\$2,882,552,000	82.74%	5.66%	0.83%	3.38%	2.39%	5.00%

\* These charts are based on the reports of the member airlines of the Air Transport Association of America.

\*\* Estimated totals and percentages.

† Revised from previously published estimate.

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# Air Cargo Service Selection Chart



	0 TO 300 MILES	300 TO 600 MILES	600 TO 1000 MILES	1000 TO 1400 MILES	1400 TO 1800 MILES	1800 TO 2400 MILES
1 Pound						
2 Pounds						
3 Pounds						
4 Pounds		<b>AIR PARCEL POST*</b>				
5 Pounds						
6 Pounds						
7 Pounds						
8 Pounds						
9 Pounds						
10 Pounds						
15 Pounds			<b>AIR EXPRESS</b>			
20 Pounds						
25 Pounds						
30 Pounds						
35 Pounds						
40 Pounds						
45 Pounds			<b>AIR FREIGHT</b>			
50 Pounds						
55 Pounds						
60 Pounds						
70 Pounds						

\*50¢ per shipment delivery cost to Post Office included.

Designed by Delta Air Lines, this chart provides an excellent guide for shippers who are puzzled over whether to specify air freight, air express, or air parcel post. Made up for shipments of up to 70 pounds destined to con-

signees up to 2,400 miles away, Delta's chart at a glance provides the answer to the question of which one of the door-to-door shipping possibilities offers the most economical service. Consult this chart. It will save you money.

Community	Departures	Tons Cargo	Community	Departures	Tons Cargo	Community	Departures	Tons Cargo	Community	Departures	Tons Cargo
DOMESTIC											
Indiana			Ironwood			New Jersey			Oregon		
Bloomington	1,308	3.6	Jackson	1,882	2.9	Atlantic City	2,590	30.7	Astoria	1,367	21.7
Evansville	5,826	562.2	Kalamazoo	3,115	102.3	Cape May-Wildwood	308	.4	Baker	662	.7
Fort Wayne	5,474	1,030.9	Lansing	6,430	188.1	Newark			Bend-Redmond	667	1.9
Indianapolis	37,344	4,992.6	Marquette	1,926	12.4	(See New York City)			Burns	648	.8
Kokomo-Logansport			Menominee-Marquette	1,909	27.5	Trenton	1,386	47.6	Corvallis-Albany	1,279	8.7
Peru	2,637	36.3	Muskegon	3,237	192.3	Total	4,284	78.7	Eugene	4,816	100.9
Lafayette	3,554	23.8	Pellston-Cheboygan	991	22.1				Klamath Falls	2,067	15.7
Marion	1,977	22.8	Pontiac	59	1.3				Lakewood	587	.5
Muncie	1,372	24.3	Port Huron	58	2.9				Medford	4,283	55.3
Richmond	1,940	32.3	Saginaw-Bay City	3,067	327.6				Newport-Toledo	392	.9
South Bend	10,351	699.2	Sault Ste. Marie	985	8.7				North Bend-Coos Bay	1,709	7.4
Terre Haute	2,357	138.4	Traverse City	2,250	32.1				Ontario-Payette,		
Total	64,140	7,546.4	Total	121,346	25,976.4				Idaho	707	2.2
Iowa			Minnesota			New Mexico			Pennsylvania		
Burlington	1,408	65.6	Austin-Albert Lea	1,507	9.9	Alamogordo	1,020	22.8	Allentown-Bethlehem	4,099	542.3
Cedar Rapids	8,357	705.5	Benidji	1,602	2.5	Albuquerque	10,552	459.8	Easton	2,266	39.3
Clinton	2,399	39.5	Brainerd	1,573	2.3	Carlsbad	1,416	7.5	Altoona	5,980	204.7
Des Moines	12,128	744.3	Duluth-Superior	6,539	80.8	Farmington	3,961	105.9	Dubois	637	14.1
Dubuque	2,883	51.9	Duluth-Superior	5,029	76.1	Gallup	1,369	9.2	Erie	9,551	744.2
Fort Dodge	2,426	26.2	Hibbing-Chisholm	1,610	4.7	Hobbs	1,472	19.0	Franklin-Oil City	1,081	72.5
Iowa City	1,259	21.9	Hibbing-Chisholm	1,610	4.7	Roswell	1,402	18.6	Harrisburg	9,100	730.2
Mason City	2,626	29.8	Fairmont	1,402	9.1	Santa Fe	2,262	8.9	Wilkes-Barre-Scranton		
Ottumwa	2,311	26.6	Hibbing-Chisholm (See Duluth-Superior)			Silver City-Hurley	1,413	3.9	Barre-Scranton		
Sioux City	5,567	117.2	International Falls	497	3.2	Total	25,521	654.5	Johnstown	2,297	29.1
Waterloo	6,055	210.2	Mankato	1,421	15.9				Lancaster	3,463	276.1
Total	47,699	2,838.7	Minneapolis-St. Paul	37,145	7,945.8				Philadelphia	45,770	13,292.8
Kansas			Rochester	6,511	183.8				Philadelphus-Clearfield	2,231	39.4
Dodge City	675	6.3	Thief River Falls	1,243	2.5				Pittsburgh	52,221	5,418.2
Garden City	679	1.1	Winona	1,365	132.8				Reading	3,042	145.1
Great Bend	662	6.7	Worthington	1,354	3.6				Wilkes-Barre-Scranton	10,567	909.6
Hutchinson	1,399	12.9	Total	62,159	8,391.2				Hazleton	1,103	89.3
Liberal	1,251	12.8							Wilkes-Barre-Scranton		
Manhattan-Fort Riley			Mississippi			New York			Scranton	9,464	820.3
Junction City	662	5.2	Columbus	2,355	24.4	Albany-Schenectady	14,266	1,219.5	Williamsport	6,195	321.7
Pittsburg	497	2.9	Greenville	1,929	50.2	Troy			Total	158,496	22,779.3
Salina	693	3.7	Greenwood	998	7.9	Binghamton-Endicott	10,595	1,502.7			
Topeka	2,377	38.9	Gulfport-Biloxi	1,741	8.8	Johnson City	27,481	5,993.3			
Wichita	10,657	641.7	Hattiesburg	609	4.0	Buffalo-Niagara Falls	4,782	222.2			
Total	19,572	732.2	Jackson	10,286	379.7	Elmira-Corning	3,659	64.7			
Kentucky			Laurel	1,602	18.0	Glens Falls	379	22.3			
Bowling Green	1,377	32.9	Meridian	2,894	37.7	Islip					
Lexington-Frankfort	9,290	329.9	Natchez	3,301	10.1	Ithaca-Cortland	3,513	110.3			
London-Corbin	932	2.8	Tupelo	1,542	18.4	Jamestown	3,114	81.3			
Louisville	27,105	2,023.6	University-Oxford	998	3.6	Masena	1,860	25.6			
Owensboro	2,036	145.1	Vicksburg	987	16.9	New York	18,885	83,376.1			
Paducah	3,044	254.9	Total	29,245	599.7	Idlewild Airport	66,173	37,108.9			
Total	43,784	2,789.2				La Guardia Airport	96,631	15,670.0			
Louisiana			Missouri			Newark	55,152	30,573.0			
Alexandria	5,739	25.5	Cape Girardeau	1,363	10.4	White Plains	1,929	24.2			
Baton Rouge	7,994	125.1	Columbia	2,226	11.7	White Plains (See New York City)					
Bogalusa	228	1.1	Jefferson City	2,188	9.0	Total	312,328	96,608.2			
De Ridder	1,268	.4	Joplin	4,136	122.6						
Lafayette-New Iberia	4,929	64.1	Kansas City	35,580	5,822.0						
Lake Charles	6,360	39.3	Kirkville	237	3.3	Asheville	5,212	95.8			
Monroe	4,864	55.1	St. Joseph	1,944	35.2	Charlotte	24,577	2,356.6			
New Orleans	29,260	2,657.5	St. Louis	44,154	6,976.2	Fayetteville	3,713	97.6			
Shreveport	12,067	748.8	Springfield	4,648	213.7	Greensboro-High Point	11,938	504.7			
Total	73,499	3,711.9	Total	96,486	13,204.1	Hickory	1,490	8.4			
Maine			Montana			Kinston	1,401	20.8			
Augusta	1,412	14.9	Billings	5,717	264.2	Morehead City					
Bangor	2,114	287.6	Bozeman	1,187	5.5	Beaufort	142	.2			
Bar Harbor	91	.4	Butte	2,585	30.8	New Bern	2,512	39.7			
Houlton	531	5.9	Cut Bank-Shelby	643	4.6	Pinehurst-Southern					
Lewiston-Auburn	984	20.2	Glasgow	706	1.8	Pine	525	3.0			
Portland	3,384	354.8	Glendive	638	10.8	Raleigh-Durham	11,067	554.2			
Presque Isle	649	32.3	Great Falls	4,721	98.9	Rocky Mount	670	40.0			
Rockland	487	6.9	Havre	699	1.1	Wilmington	2,397	115.2			
Waterville	334	2.7	Helena	2,129	13.0	Winston-Salem	6,665	160.5			
Total	9,986	729.7	Kalispell	640	1.7	Total	72,249	4,925.9			
Maryland			Lewistown	658	2.5						
Baltimore	17,868	3,239.6	Miles City	711	1.0						
Hagerstown	1,388	110.3	Missoula	1,255	9.6						
Salisbury	854	22.3	Sidney	1,080	4.9						
Total	20,110	3,372.2	Wolf Point	672	1.7						
Massachusetts			Total	24,121	451.3						
Boston	51,956	16,158.6	Nebraska								
Fitchburg	212	5.4	Aimsworth	658	.8						
Hyannis	1,411	9.1	Allamore	1,504	11.6						
Lawrence	934	6.0	Beatrice	1,311	5.8						
Martha's Vineyard	1,256	7.5	Chadron	1,892	1.0						
Nantucket	1,334	20.8	Grand Island	1,359	4.5						
New Bedford-Fall River			Hastings	1,189	8.4						
Pittsfield	477	1.4	Imperial	848	.3						
(See Hartford, Conn.)			Kearney	1,239	2.8						
Worcester	3,542	193.0	Lincoln	5,336	200.8						
Total	63,161	16,499.2	McCook	1,190	10.0						
Michigan			Norfolk	2,043	1.9						
Alpena	60	1.5	North Platte	1,368	21.5						
Battle Creek	4,074	65.5	Omaha	17,311	1,377.9						
Beaumont Harbor-St. Joseph	2,004	88.4	Scottsbluff	2,418	8.2						
Cadillac-Reed City	58	1.1	Sidney	1,252	2.9						
Detroit	63,484	23,417.8	Valentine	690	.2						
Metro. Wayne County	26,532	16,444.3	Total	41,878	1,657.9						
Willow Run Airport	36,891	6,973.5	Nevada								
Ann Arbor	1,710	13.5	Elko	724	3.4						
Flint	2,249	240.5	Ely	712	2.8						
Grand Rapids	10,856	1,014.8	Las Vegas	16,181	222.0						
Houghton-Hancock	1,657	3.8	Reno	7,355	95.9						
Iron Mountain-Kingsford	1,932	21.8	Tonopah	928	9.5						
			Total	25,283	335.6						
			New Hampshire								
			Berlin	90	.3						
			Concord	598	16.2						
			Keene	1,856	53.7						
			Laconia	528	17.4						
			Lebanon-White River								
			Junction	2,287	23.2						
			Manchester	1,048	58.9						
			Total	6,407	189.7						
			Ohio								
			Adams	589	6.2						
			Armstrong	608	2.7						
			Bartlesville	1,920	24.2						
			Duncanville	1,919	73.9						
			Enid	1,874	29.0						
			Gayton	1,215	1.6						
			Lawton-Fort Sill	3,481	9.1						
			McAlester	689	6.4						
			Muskogee	1,567	9.3						
			Okla. City	17,958	1,383.3						
			Okla. City	1,918	2.6						
			Stillwater	602	2.6						
			Tulsa	17,818	1,231.7						
			Total	51,948	2,814.7						
			Oklahoma								
			Ada	589	6.2						
			Armstrong	608	2.7						
			Bartlesville	1,920	24.2						
			Duncanville</								



# SOURCES OF EXPLANED U. S. CARGO TRAFFIC: 1960

Note: These statistics, based on an FAA study, cover freight and express transported by United States certificated air carriers only.

1 One-quarter year of service.  
2 One-half year of service.  
3 Three-quarters year of service.

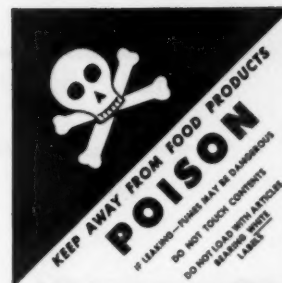
\* Does not include fourth-quarter traffic of Trans Caribbean Airlines.  
\*\* Traffic carried on airline's domestic routes to international gateway, then placed aboard an overseas flight.  
\*\*\* First quarter included in Phillipsburg-Clearfield, Pa.

Community	Departures	Tons Cargo	Community	Departures	Tons Cargo	Community	Departures	Tons Cargo	Community	Departures	Tons Cargo
<b>DOMESTIC</b>											
<b>Alabama</b>											
Annisson	1,908	33.4	Kanan	117	.1	Camden	1,095	10.5	New Haven	1,627	37.1
Birmingham	19,306	803.7	Katala	181	0	El Dorado	2,713	20.4	New London	4,782	96.7
Decatur	883	7.2	Ketchikan	7,250	309.2	Fayetteville	2,778	47.4	Total	21,137	7,995.8
Dothan	3,864	33.5	King Cove	148	.2	Fort Smith	5,965	137.2	<b>Delaware</b>		
Gadsden	1,647	3.3	King Salmon	2,169	131.0	Harrison	1,266	2.0	Wilmington	3,420	116.2
Huntsville	5,516	95.3	Klawock	564	2.9	Hot Springs	4,305	15.7	<b>District of Columbia</b>		
Mobile	8,341	111.7	Kodiak	904	97.9	Little Rock	10,935	872.8	Washington	107,530	11,221.8
Montgomery	4,888	111.0	Koliganek	63	0	Magnolia	916	15.2	<b>Florida</b>		
Muscle Shoals	4,888	111.0	Kotzebue	5,812	373.3	Pine Bluff	2,441	27.0	Daytona Beach	4,390	137.8
Tusculumbia-Florence	3,308	80.8	Koyuk	80	0	Texarkana	2,655	34.7	Eglin (AFB)	1,503	43.2
Selma	879	18.2	Levecke	103	0	Total	35,079	682.9	Fort Lauderdale	4,782	141.7
Tuscaloosa	1,576	8.4	McCarthy	127	.5	<b>California</b>			Fort Myers	1,749	290.4
Total	50,806	1,907.1	McGrath	2,171	159.7	Apple Valley	987	7.3	Gainesville	1,406	17.6
<b>Alaska</b>			Mannhak	209	1.1	Avalon	0	0	Jacksonville	26,152	1,144.6
Adak	349	50.8	Marshall	217	.6	Bakersfield	6,489	69.2	Key West	738	24.8
Alakanuk	266	.4	May Creek	133	1.9	Bakersfield	6,451	69.2	Lakeland	650	17.5
Aleknagik	113	.6	Middleton Island	122	7.1	Bakersfield	35	0	Marathon	490	6.0
Amchitka	2	.0	Moses Point	102	.1	Blythe	1,399	2.4	Marianna	705	21.8
Anchorage	7,834	4,903.5	Mountain Village	240	0	Burbank	0	0	Melbourne	2,828	63.8
Andreafak	336	0	Nenana	78	0	(See Los Angeles)	0	0	Miami	44,652	3,379.1
Angoon	439	1.5	New Smythok	135	1.0	Chico	3,044	3.2	Ocala	1,405	7.9
Aniak	792	71.0	Nikolski	127	12.3	Chico	1,469	5.1	Orlando	11,637	2,385.1
Annette	5,709	298.5	Nome	2,942	440.9	El Centro-Imperial	2,128	24.7	Panama City	3,172	25.8
Anvik	164	.9	Northeast Cape	120	.8	Eureka-Arcata	3,149	42.8	Pensacola	5,304	165.7
Attu	0	0	Northway	58	0	Fremont	5,045	182.0	St. Petersburg	0	0
Baranof	63	0	Nulato	36	0	Iayokern	0	0	(See Tampa)	0	0
Barrow	1,103	231.1	Ophir	147	.4	(See Bakersfield)	0	0	Sarasota-Bradenton	2,705	123.1
Bethel	2,354	312.6	Pelican	279	1.6	Long Beach	0	0	Tallahassee	4,898	67.8
Bettles	3,645	300.8	Petersburg	3,598	30.3	(See Los Angeles)	0	0	Tampa-St. Petersburg	32,690	2,931.6
Big Mountain	110	9.9	Pilot Point	200	.1	Los Angeles	84,149	39,478.1	St. Petersburg	6,697	307.0
Bowwell Bay	71	0	Platinum	164	0	Avalon	559	2.6	Tampa	25,953	2,734.6
Candle	18	0	Port Alexander	36	0	Burbank	6,973	69.5	Vero Beach	1,760	13.7
Cape Pole	336	.5	Port Althorp	13	0	Long Beach	2,162	117.0	West Palm Beach	9,063	682.5
Cape Barichef	230	7.3	Port Armstrong	32	0	Los Angeles	70,535	33,201.7	Total	162,699	16,979.2
Cape Yakutat	101	27.3	Port Heiden	381	10.4	Palmdale	2,037	6.1	<b>Georgia</b>		
Chatham	162	1.0	Port Moller	292	10.6	Santa Ana	1,883	55.6	Albany	3,077	29.4
Chichagof	15	.2	Port Quinn	45	0	Marysville	1,389	2.6	Athens	72,785	12,317.2
Chignik	97	.1	Queen	302	.1	Modesto	1,414	118.6	Augusta	6,004	101.5
Chinana	83	.7	Quinhagak	103	0	Monterey	5,311	57.4	Brunswick	1,787	18.2
Chitina	528	6.5	Rusman Mission	74	.1	(See San Francisco)	0	0	Columbus	5,812	122.7
Clark Point	274	3.3	Sagrei Bay	13	0	Oceanside	0	0	Macon	4,634	49.9
Clear	1,017	10.9	St. Michael	199	0	(See San Diego)	0	0	Moultrie	1,367	5.5
Cold Bay	1,191	67.0	St. Paul Island	90	2.0	Oceanside-Ventura	1,384	22.5	Rome	4,860	179.8
Colorado Creek	19	0	Sand Point	238	3.1	Palmdale	0	0	Savannah	4,860	179.8
Cordova	2,562	158.0	Seward	230	11.5	(See Los Angeles)	0	0	Valdosta	1,859	17.7
Council	19	0	Shageluk	164	.1	Palm Springs	2,558	21.4	Waycross	813	4.9
Craig	649	7.2	Shaktolik	83	0	Paso Robles	1,371	7.3	Total	104,409	12,882.4
Cripple Landing	23	0	Sheldon Point	99	0	Red Bluff	1,073	2.0	<b>Hawaii</b>		
Deering	0	0	Shemya	768	42.6	Redding	1,505	8.3	Hana	476	231.6
Dillingham	2,685	57.2	Shishmarek	80	.4	Riverside-Ontario	0	0	Hilo	6,132	1,884.5
Drittwood Bay	179	8.0	Sitka	2,477	58.5	(See San Bernardino)	0	0	Honolulu	23,413	14,634.8
Duncan Canal	189	0	Sikagway	664	5.2	Sacramento	12,870	347.9	Honolulu	3,332	144.6
Dutch Harbor	181	1.1	Solomon	38	0	Salinas	724	83.0	Honolulu	10,689	1,417.7
Edna Bay	565	1.3	South Naknek	176	.3	San Bernardino	3,669	85.5	Kahului	447	542.7
Egegik	280	0	Steamboat Bay	87	.7	Bernardino	2,283	76.2	Kona	3,056	219.0
Ekwok	277	0	Stebbing	33	0	Riverside-Ontario	1,385	9.3	Lanai	1,458	61.0
Elfin Cove	26	0	Summit	32	0	San Diego	14,386	1,743.4	Lihue	5,146	342.6
Elim	84	0	Takotna	190	.2	Oceanside	127	.1	Upolu Point	101	45.0
Excursion Inlet	253	1.8	Talkeetna	79	0	San Diego	14,259	1,743.3	Total	54,247	19,523.5
Fairbanks	11,002	1,647.2	Tatalina	244	.5	San Francisco	68,747	28,633.8	<b>Idaho</b>		
False Pass	65	0	Teller	243	7.4	Oakland	13,007	893.7	Boise	7,095	179.0
Flat	143	1.0	Tenakee	354	2.4	San Francisco	55,740	27,740.1	Burley-Rupert	1,818	8.3
Folger	20	0	Tin City	159	1.1	Oakland	13,007	893.7	Coeur d'Alene	1,399	2.7
Fort Yukon	3,342	198.3	Todd	57	0	San Francisco	55,740	27,740.1	Idaho Falls	3,422	40.1
Punter Bay	180	.5	Tyee	2	0	San Jose	5,786	114.3	Leviston-Clarkston	2,970	20.8
Galea	208	22.0	Ugashik	162	0	(See Paso Robles)	0	0	McCall	29	0
Gambell	63	.3	Umanak	250	29.4	Santa Ana	0	0	Pocatello	3,425	26.2
Golovin	51	1.5	Unalakleet	778	39.8	(See Los Angeles)	0	0	Sun Valley-Hailey	0	0
Goodnews Bay	38	0	Valdez	328	16.4	Santa Barbara	4,392	101.7	Ketchum	255	.6
Gulkana	242	3.5	View Cove	93	0	Santa Maria	1,851	15.3	Twin Falls	3,463	22.6
Gustavus	275	1.5	Wales	103	.3	Santa Rosa	1,851	15.3	Total	23,876	300.0
Haines	897	14.5	Washington Bay	43	0	Stockton	3,210	68.4	<b>Illinois</b>		
Hamilton	179	.2	Waterfall	162	0	Ukiah	547	5.8	Bloomington	1,468	40.5
Hawik Inlet	195	.2	White Mountain	124	.1	Vinalia	1,410	67.7	Champaign-Urbana	4,048	59.5
Hawkeek	22	0	Wrangell	3,460	30.0	Total	244,167	71,384.3	Chicago	169,236	69,863.9
Holickachuk	187	0	Yakutat	490	7.9	<b>Colorado</b>			Midway Airport	114,000	50,783.9
Holly	789	1.0	Total	187,238	11,161.6	Alamosa	1,383	17.1	O'Hare Airport	55,236	19,080.0
Holy Cross	211	.6	<b>Arizona</b>			Colorado Springs	7,218	128.2	Danville	2,863	74.1
Homer	1,453	43.1	Douglas-Bisbee	720	12.6	Cortez	1,331	23.1	Deerburg	3,861	163.6
Hood Bay	191	1.0	Flagstaff	2,055	9.9	Denver	34,029	6,108.0	Galesburg	631	8.7
Hoonah	933	21.7	Grand Canyon	443	3.5	Durango	2,116	7.7	Marion-Herrin	1,366	80.0
Hydaburg	528	1.5	Kingman	1,380	9.3	Grand Junction	3,880	81.2	Mattson-Charleston	1,269	62.4
Iroquois	17	0	Page	694	4.4	Gunnison	880	2.9	Moline-Davenport	0	0
Ilimanaq	196	6.9	Phoenix	20,072	1,547.7	Lamar	590	5.0	Rock Island	9,302	460.4
Juneau	5,946	675.1	Prescott	2,701	13.9	Montrose-Delta	1,379	2.7	Peoria	6,524	423.3
Kake	433	3.0	Safford	712	1.3	Pueblo	3,492	64.3	Quincy-Hannibal	1,822	127.1
Kalga	69	0	Tucson	9,220	154.5	Sterling	1,192	5.1	Rockford	4,090	309.5
			Winslow	1,460	3.5	Total	57,686	6,410.2	Springfield	7,933	432.7
			Yuma	2,239	21.6	<b>Connecticut</b>			Total	214,233	72,105.7
			Total	41,696	1,778.7	Bridgeport	1,416	129.2			
						Hartford-Springfield	17,297	7,800.0			

† Includes passenger-cargo and all-cargo airlines. All-cargo carrier originations also are recorded at the end of this section.

# STANDARDIZED LABELS FOR INTERNATIONAL AIR SHIPMENT

## SPECIAL RESTRICTED CARGOES . . .

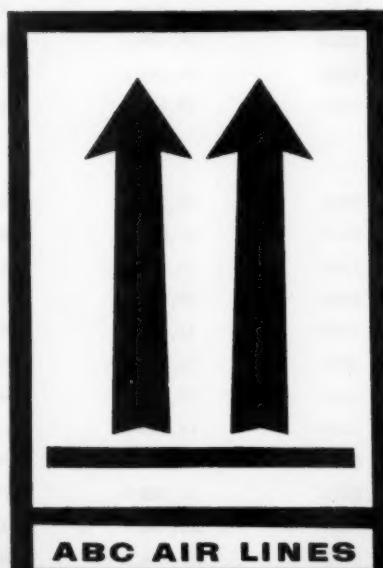
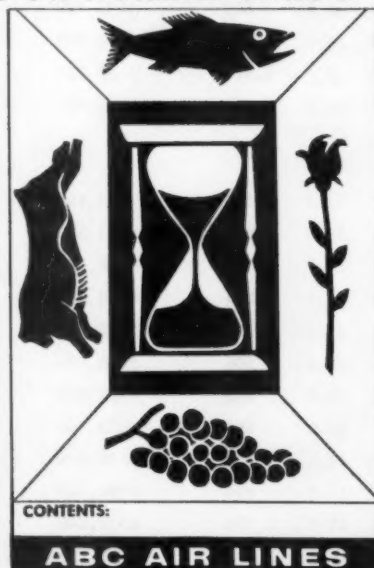


Top, Right: For poison, poison gas, and tear gas; white label with red printing . . . Above, Left to Right: For acids, alkaline, caustic liquids, and corrosive liquids; white label with black printing . . . For flammable liquids and flammable compressed gases; red label with black printing . . . For flammable solids and oxidizing materials; yellow label with black printing . . . For nonflammable compressed gases; green label with black printing.



Left to Right: For explosives; red label with black printing . . . For radioactive materials (Groups 1 and 2); white label with red printing . . . For radioactive materials (Group 3); white label with blue printing . . . For aircraft differentiating; orange label with black printing.

## SPECIAL CONSIGNMENTS ON NORMAL CARGO



Left: For delicate commodities; red label with white symbol and printing . . . Center: For perishables; white label with blue symbols and white printing . . . Right: "This Side Up" white label with black symbol and printing.

Community	Departures	Tons Cargo
<b>DOMESTIC</b>		
Marshall	1,292	3.0
Midland-Odessa	6,337	147.0
Mission-McAllen		
Edinburg	2,467	88.9
Paris	1,312	25.7
Pecos	559	2.4
Plainview	549	3.3
San Angelo	13,354	1,455.2
San Antonio	567	17.1
Sherman-Denison		
Temple	1,785	16.4
Tyler	3,761	42.5
Victoria	1,911	16.8
Waco	4,248	53.0
Wichita Falls	2,954	60.1
<b>Total</b>	<b>229,991</b>	<b>28,221.0</b>

<b>Utah</b>		
Cedar City	1,256	2.6
Kanab	453	1.1
Logan	802	12.3
Mojab	315	6.5
Ogden	633	5.5
Provo	437	1.1
St. George	437	2.1
Salt Lake City	17,921	1,730.0
Vernal	1,397	53.7
<b>Total</b>	<b>23,481</b>	<b>1,814.9</b>

<b>Vermont</b>		
Burlington	2,884	136.6
Montpelier-Barre	1,433	18.5
Newport	85	.1
Rutland	664	7.1
<b>Total</b>	<b>5,066</b>	<b>159.3</b>

<b>Virginia</b>		
Charlottesville	3,919	24.6
Danville	2,193	22.5
Lynchburg	6,005	107.2
Newport News		
Hampton	7,267	96.9
Norfolk-Portsmouth	5,181	603.4
Richmond	11,408	407.6
Roanoke	13,001	356.1
Staunton-Harrisonburg-Waynesboro	2,094	16.4
<b>Total</b>	<b>54,295</b>	<b>1,634.7</b>

<b>Washington</b>		
Bellingham	695	5.0
Ephrata-Moses Lake	1,413	8.8
Houquiam-Aberdeen	1,400	5.4
Olympia	1,161	4.3
Omak	629	.4
Pasco-Kennewick		
Richland	2,870	14.9
Port Angeles	517	2.4
Pullman-Moscow	1,974	7.5
Seattle-Tacoma	22,373	5,661.9
Spokane	9,751	619.3
Walla Walla	3,158	30.4
Wenatchee	1,563	5.7
Yakima	7,183	58.7
<b>Total</b>	<b>54,587</b>	<b>6,424.7</b>

<b>West Virginia</b>		
Beckley	2,122	13.1
Bluefield-Princeton	3,021	29.1
Charleston-Dunbar	18,116	303.7
Clarksburg-Fairmont	1,413	19.0
Elkins	612	20.0
Huntington-Ashland	7,304	124.9
Morgantown	1,403	30.8
Parkersburg-Marietta	5,013	204.6
Wheeling	4,186	62.3
<b>Total</b>	<b>41,198</b>	<b>887.5</b>

<b>Wisconsin</b>		
Appleton	1,014	14.7
Ashland	1,306	3.2
Bejoit-Janesville	3,837	200.7
Clintonville	1,389	54.3
Eau Claire	2,791	41.5
Green Bay	9,106	183.7
La Crosse	1,734	174.8

Community	Departures	Tons Cargo
<b>Land O'Lakes</b>		
Madison	226	.1
Manitowoc	10,219	314.5
Manitowish	1,368	94.9
Milwaukee	33,499	3,836.7
Oshkosh	4,877	133.0
Rhineland	1,813	15.2
Stevens Point		
Wisconsin Rapids	2,780	16.4
Superior		
(See Duluth, Minn.)		
Wausau	3,822	182.3
<b>Total</b>	<b>79,321</b>	<b>5,264.9</b>

<b>Wyoming</b>		
Casper	5,270	221.4
Cheyenne	4,795	44.8
Cody	804	6.4
Jackson	627	2.1
Laramie	1,407	3.9
Newcastle	823	7.8
Pow	714	4.7
Rawlins	630	6.2
Riverton-Lander	2,443	23.6
Rock Springs	1,542	34.9
Sheridan	1,199	7.2
Worland	1,281	22.1
<b>Total</b>	<b>21,238</b>	<b>387.1</b>

## OVERSEAS

<b>California</b>		
Los Angeles	3,114	2,329.8
San Francisco	2,394	2,733.7

<b>Delaware</b>		
Dover (AFB)	51	174.3

<b>District of Columbia</b>		
Washington	119	12.0

<b>Florida</b>		
Fort Lauderdale	3,167	176.0
Jacksonville	2	0
Miami	9,652	20,502.1
Orlando	**	0
Sarasota	**	0
Tampa	1,183	1,531.5
St. Petersburg	694	1,514.1
Tampa	489	17.4
West Palm Beach	1,641	129.0

<b>Illinois</b>		
Chicago	907	356.4

<b>Louisiana</b>		
New Orleans	1,029	558.0

<b>Maryland</b>		
Baltimore	434	62.0

<b>Massachusetts</b>		
Boston	1,828	325.8

<b>Michigan</b>		
Detroit	355	87.7

<b>Minnesota</b>		
Minneapolis	422	126.9

<b>New Jersey</b>		
McGuire (AFB)	69	21.0

<b>New York</b>		
New York*	12,016	17,001.6
Newark	**	0
New York	12,016	17,001.6

<b>North Dakota</b>		
Fargo	352	75.8
Grand Forks	332	133.7

<b>Oregon</b>		
Portland	1,504	292.4

<b>Pennsylvania</b>		
Philadelphia	329	210.3

Community	Departures	Tons Cargo
<b>Texas</b>		
Brownsville	99	28.2
Dallas	451	1,132.4
Fort Worth	370	34.7
Houston	636	1,173.6
San Antonio	1,442	1,096.1

<b>Virginia</b>		
Norfolk	**	0

<b>Washington</b>		
Seattle	4,441	6,548.3
<b>Total</b>	<b>48,569</b>	<b>57,158.2</b>

## TERRITORIAL

<b>Puerto Rico</b>		
Mayaguez	1,217	1.2
Ponce	1,969	10.2
San Juan	17,951	7,875.2
<b>Total</b>	<b>21,077</b>	<b>7,886.6</b>

<b>Virgin Islands</b>		
St. Croix	2,634	45.5
St. Thomas	6,899	144.2
<b>Total</b>	<b>9,533</b>	<b>189.7</b>

## HELICOPTER

<b>California</b>		
Alhambra	2,332	105.4
Anaheim	3,311	43.6
Asus	850	7.7
Corona	460	1.6
Fontana	463	.3
Glendale	2,474	148.3
Long Beach	41	0
Los Angeles	11,345	695.2
Los Angeles Terminal		
Annex	2,849	0
Lywood	250	0
Maywood	472	0
Monrovia	739	.1
North Hollywood	2,255	.5
Ontario	726	1.6
Pomona	1,697	11.4
Riverside	2,110	7.0
San Bernardino	1,359	4.9
San Fernando	645	.2
Santa Ana	998	21.6
Santa Monica	1,312	140.3
Van Nuys	1,793	55.5
Whittier	1,359	.9
<b>Total</b>	<b>39,873</b>	<b>1,246.1</b>

<b>Illinois</b>		
Arlington	538	
Aurora	790	
Barrington	202	
Blue Island	800	
Chicago (Meigs)	13,357	
Chicago (Midway)	25,170	
Chicago (O'Hare)	23,337	
Chicago Heights	795	
Des Plaines	537	
Downers Grove	798	
Elgin	786	
Elmhurst	792	
Evanston	593	
Gary, Ind.	904	
Geneva	791	
Glenview	790	
Harvey	797	
Highland Park	788	
Joliet	791	
La Grange	552	
Lake Forest	787	
Lansing	795	
Lemont	791	
Libertyville	784	

Community	Departures	Tons Cargo
<b>Maywood</b>		
Maywood	532	
Naperville	795	
North Chicago	756	
West Chicago	790	
Wheaton	782	
Winnetka	1,037	
<b>Total</b>	<b>81,807</b>	

<b>New York</b>		
Bridgeport, Conn.	203	93.6
Idlewild	7,093	209.7
La Guardia	14,055	270.7
Manhattan	4,257	2.7
Newark	8,122	150.7
New York		
W. 30th St.	946	1.0
Stamford, Conn.	836	44.3
Teterboro, N. J.	290	180.8
White Plains	1,012	7.4
<b>Total</b>	<b>37,374</b>	<b>962.9</b>

## DOMESTIC ALL-CARGO

<b>California</b>		
Burbank	1,027	5,920.2
San Francisco	876	4,893.6
Oakland	7	4.2
San Francisco	869	4,889.4

<b>Connecticut</b>		
Hartford-Springfield	290	2,254.8

<b>Florida</b>		
Miami	1,180	3,163.0
Orlando	1,063	1,505.3
Tampa	221	683.5
West Palm Beach	529	453.6

<b>Georgia</b>		
Atlanta	1,277	1,410.9

<b>Illinois</b>		
Chicago	1,742	4,289.2

<b>Indiana</b>		
Indianapolis	120	115.4

<b>Massachusetts</b>		
Boston	291	1,369.6

<b>Michigan</b>		
Detroit	1,373	4,774.7

<b>Minnesota</b>		
Minneapolis	16	1.3

<b>New York</b>		
Binghamton	203	1,003.4
Buffalo	3	188.4
New York	1,994	11,529.3
Newark	1,018	7,555.6
New York	976	3,973.7

<b>Ohio</b>		
Cleveland	996	3,773.1

<b>Oregon</b>		
Portland	383	1,046.4

<b>Pennsylvania</b>		
Philadelphia	665	1,602.0

<b>Washington</b>		
Seattle	281	864.9

<b>Total</b>	<b>14,532</b>	<b>50,968.6</b>
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† These are originations by domestic all-cargo airlines. They are also included in the record of domestic originations at the beginning of this section.



Every one designed to cut shippers' costs . . .

**AIR FORWARDER**  
**AIR TRANSPORTATION**  
**AIR SHIPPERS MANUAL**

# NORTH ATLANTIC AIR

## FLIGHTS

## FREIGHT AIRLIFTED

	Scheduled Combination	Scheduled All-Cargo	All Types Charters	Total	Scheduled Combination	Scheduled All-Cargo
EAST						
1948	5,154	296	111	5,561	1,921	464
1949	5,304	306	66	5,676	2,304	489
1950	5,255	201	84	5,540	2,565	614
1951	5,322	204	119	5,645	3,085	791
1952	5,942	295	190	6,427	2,624	1,137
1953	7,007	346	111	7,464	2,747	853
1954	7,874	361	193	8,428	3,246	811
1955	9,055	568	273	9,896	3,978	1,399
1956	10,598	865	369	11,832	5,003	2,407
1957	11,870	910	348	13,128	5,828	2,836
1958	14,547	1,069	619	16,235	7,288	4,084
1959	14,043	1,303	1,177	16,523	8,515	6,807
1960	13,493	1,714	1,030	16,237	12,051	9,589
WEST						
1948	5,036	285	284	5,605	1,019	413
1949	5,278	296	125	5,699	1,653	446
1950	5,309	177	55	5,541	2,629	427
1951	5,363	148	152	5,663	3,235	422
1952	6,050	219	192	6,461	3,566	879
1953	6,983	333	194	7,510	4,006	1,271
1954	7,800	301	350	8,451	4,722	1,147
1955	8,951	534	385	9,870	5,695	1,884
1956	10,517	872	478	11,867	7,401	3,693
1957	11,879	833	508	13,220	7,868	3,627
1958	14,489	1,024	797	16,310	8,695	3,819
1959	14,101	1,221	1,265	16,587	10,614	6,865
1960	13,550	1,454	1,016	16,020	14,406	10,014
BOTH						
1948	10,190	581	395	11,166	2,940	877
1949	10,582	602	191	11,375	3,957	935
1950	10,564	378	139	11,081	5,194	1,041
1951	10,685	352	271	11,308	6,320	1,213
1952	11,992	514	382	12,888	6,190	2,016
1953	13,990	679	305	14,974	6,753	2,124
1954	15,674	662	543	16,879	7,968	1,958
1955	18,006	1,102	658	19,766	9,673	3,283
1956	21,115	1,737	847	23,699	12,404	6,100
1957	23,749	1,743	856	26,348	13,696	6,463
1958	29,036	2,093	1,416	32,545	15,983	7,903
1959	28,144	2,524	2,442	33,110	19,129	13,672
1960	27,043	3,168	2,046	32,257	26,457	19,603



# FREIGHT TRAFFIC: 1948-1960

(LONG TONS)

AVERAGE FREIGHT LOAD PER FLIGHT  
(PER LONG TON)

Charter Cargo	Total	Scheduled Combination	Scheduled All-Cargo	Charter Flight	Total
BOUND					
220	2,605	0.37	1.57	1.98	0.47
9	2,802	0.43	1.60	0.14	0.49
68	3,247	0.49	3.50	0.84	0.59
104	3,980	0.58	3.89	0.87	0.71
221	3,982	0.44	3.85	1.16	0.62
30	3,630	0.39	2.47	0.27	0.49
54	4,111	0.41	2.25	0.28	0.49
97	5,474	0.44	2.46	0.36	0.55
253	7,663	0.47	2.78	0.69	0.65
367	9,031	0.49	3.12	1.05	0.69
983	12,355	0.50	3.82	1.59	0.76
2,853	18,175	0.61	5.22	2.42	1.10
268	21,908	0.89	5.59	0.26	1.35

BOUND

39	1,471	0.22	1.45	0.10	0.26
10	2,109	0.31	1.51	0.08	0.37
25	3,081	0.50	2.41	0.45	0.56
46	3,703	0.60	2.85	0.30	0.65
164	4,609	0.59	4.01	0.85	0.71
47	5,324	0.57	3.82	0.24	0.71
78	5,949	0.61	3.81	0.22	0.70
127	7,706	0.64	3.53	0.33	0.78
271	11,365	0.73	4.24	0.57	0.96
310	11,805	0.66	4.35	0.61	0.89
145	12,659	0.60	3.73	0.18	0.78
738	18,217	0.75	5.62	0.58	1.10
521	24,941	1.06	6.89	0.51	1.56

DIRECTIONS

259	4,076	0.29	1.51	0.66	0.36
19	4,911	0.37	1.55	0.10	0.43
93	6,328	0.49	2.75	0.67	0.57
150	7,683	0.59	3.44	0.55	0.68
385	8,591	0.52	3.92	1.01	0.67
77	8,954	0.48	3.13	0.25	0.60
132	10,058	0.51	2.96	0.24	0.60
224	13,180	0.54	2.98	0.34	0.67
524	19,028	0.59	3.51	0.62	0.80
677	20,836	0.58	3.71	0.79	0.79
1,128	25,014	0.55	3.78	0.80	0.77
3,591	36,392	0.68	5.41	1.47	1.10
789	46,849	0.98	6.19	0.39	1.45

# MONTHLY TWO-WAY FLOW OF NORTH ATLANTIC FREIGHT TRAFFIC IN 1960

(IN KILOS)

## EASTBOUND

	Passenger-Cargo Flights	Daily Average	All-Cargo Flights	Daily Average	Charter Flights	Daily Average	Total	Daily Average
Jan.	759,078	24,486	673,993	21,742	15,509	500	1,448,580	48,019
Feb.	790,874	28,246	725,710	25,918	.....	.....	1,516,584	54,164
Mar.	884,685	28,538	842,257	27,170	46,337	1,043	1,773,279	57,203
Apr.	896,550	29,885	857,914	28,597	12,075	403	1,776,539	59,218
May	1,120,926	36,159	455,708	14,700	49,179	1,586	1,625,813	52,446
June	1,038,589	34,620	754,344	25,145	.....	.....	1,792,933	59,764
July	997,080	32,164	764,567	24,663	11,287	364	1,772,934	57,191
Aug.	1,056,890	34,093	841,103	27,132	34,820	1,123	1,932,813	62,349
Sept.	1,044,197	34,807	716,330	23,878	19,727	658	1,780,254	59,342
Oct.	1,196,954	38,611	1,188,940	38,353	29,099	939	2,414,993	77,903
Nov.	1,184,274	39,476	930,080	31,003	15,094	503	2,129,448	70,972
Dec.	1,081,418	34,884	837,688	27,022	35,278	1,138	1,954,384	63,045
Total	12,051,515	33,018	9,588,634	26,254	268,405	735	21,908,554	60,023

## WESTBOUND

	Passenger-Cargo Flights	Daily Average	All-Cargo Flights	Daily Average	Charter Flights	Daily Average	Total	Daily Average
Jan.	917,410	29,594	647,093	20,874	115,225	3,717	1,679,728	54,185
Feb.	1,030,640	36,809	776,056	27,716	101,641	3,630	1,908,337	68,155
Mar.	1,093,647	35,279	931,456	30,047	187,931	6,062	2,213,034	71,388
Apr.	976,369	32,546	784,293	26,143	39,373	1,302	1,800,035	60,001
May	1,086,360	35,044	857,798	27,671	12,265	396	1,956,423	63,110
June	1,112,983	37,099	717,876	23,929	.....	.....	1,830,859	61,029
July	1,213,695	39,151	816,093	26,326	2,131	69	2,031,919	65,546
Aug.	1,153,050	37,195	677,968	21,870	1,130	36	1,832,148	59,102
Sept.	1,492,134	49,738	892,626	29,754	33,621	1,121	2,418,381	80,614
Oct.	1,583,216	51,071	1,008,264	32,525	325	10	2,591,805	83,607
Nov.	1,476,022	49,201	904,392	30,146	27,237	908	2,407,651	80,255
Dec.	1,270,323	40,978	999,876	32,254	.....	.....	2,270,199	73,232
Total	14,405,849	39,468	10,013,791	27,435	520,879	1,427	24,940,519	68,330

## BOTH DIRECTIONS

	Passenger-Cargo Flights	Daily Average	All-Cargo Flights	Daily Average	Charter Flights	Daily Average	Total	Daily Average
Jan.	1,676,488	54,080	1,321,086	42,616	130,734	4,217	3,128,308	100,913
Feb.	1,821,514	65,054	1,501,766	53,635	101,641	3,630	3,424,921	122,319
Mar.	1,978,332	63,817	1,773,713	57,217	234,268	7,557	3,986,313	128,591
Apr.	1,872,919	62,431	1,642,207	54,740	51,448	1,715	3,566,574	118,886
May	2,207,286	71,203	1,313,506	42,371	61,444	1,982	3,582,236	115,556
June	2,151,572	71,719	1,472,220	49,074	.....	.....	3,623,792	120,793
July	2,210,775	71,315	1,580,660	50,989	13,418	433	3,804,853	122,737
Aug.	2,209,940	71,288	1,519,071	49,002	35,950	1,160	3,764,961	121,450
Sept.	2,536,331	84,544	1,608,956	53,612	53,348	1,778	4,198,635	139,955
Oct.	2,780,170	89,683	2,197,204	70,878	29,424	949	5,006,798	161,510
Nov.	2,660,296	88,677	1,834,472	61,149	42,331	1,411	4,537,099	151,237
Dec.	2,351,741	75,863	1,837,564	59,276	35,278	1,138	4,224,583	136,277
Total	26,457,364	72,486	19,602,425	53,705	789,284	2,162	46,849,073	128,354

# MONTHLY TWO-WAY FLOW OF NORTH ATLANTIC CARGO TRAFFIC (JANUARY-JUNE, 1961)

(IN KILOS)

## EASTBOUND

	Passenger Flights	Daily Average	All-Cargo Flights	Daily Average	Charter Flights	Daily Average	Total	Daily Average
Jan.	1,214,268	39,170	1,017,188	32,813	37,527	1,211	2,268,983	73,193
Feb.	1,163,403	41,550	1,215,976	43,428	190,749	6,812	2,570,128	91,790
Mar.	1,401,272	45,202	1,402,475	45,241	76,151	2,456	2,879,898	92,900
Apr.	1,391,007	46,367	1,615,698	53,857	132,802	4,427	3,139,507	104,650
May	1,397,653	46,376	1,230,272	39,686	.....	.....	2,627,925	84,772
June	1,481,160	49,372	1,009,050	33,635	NA	NA	*	**
Total	8,048,763	44,468	7,490,659	41,385	*	**	*	**

## WESTBOUND

Jan.	1,142,988	36,871	784,910	25,320	47,006	1,516	1,974,904	63,707
Feb.	1,049,779	37,492	860,474	30,731	144,994	5,178	2,055,247	73,402
Mar.	1,185,242	38,234	1,057,749	34,121	146,728	4,733	2,389,718	77,088
Apr.	1,175,022	39,167	943,510	31,450	119,418	3,981	2,237,950	74,598
May	1,200,773	38,735	752,174	24,393	54,216	1,749	2,007,163	64,747
June	1,351,876	45,063	866,895	28,897	NA	NA	*	**
Total	7,105,682	39,258	5,265,712	29,092	*	**	*	**

## BOTH DIRECTIONS

Jan.	2,357,256	76,041	1,802,098	58,132	84,533	2,727	4,243,887	136,900
Feb.	2,213,182	79,042	2,076,450	74,159	335,743	11,991	4,625,375	165,192
Mar.	2,586,514	83,436	2,460,224	79,362	222,879	7,190	5,269,616	169,988
Apr.	2,566,029	85,534	2,559,208	85,307	252,220	8,407	5,377,457	179,249
May	2,598,426	83,820	1,982,446	63,950	54,216	1,749	4,635,088	149,519
June	2,833,038	94,435	1,875,945	62,532	NA	NA	*	**
Total	15,154,445	83,726	12,756,371	70,477	*	**	*	**

\* Not totaled because of incomplete report.

\*\* Not averaged because of incomplete report.

NA—Not available at press time.

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# WORLD RADIO AND CABLE RATES FROM U. S.

Time and Money-Saving Hints When Sending International Messages

COUNTRY	FULL RATE (FR)		CABLE LETTER (LT)	
	Minimum 7 Words	Additional per Word	Minimum 22 Words	Additional per Word
Alaska	•	•	•	•
Argentina	\$1.55	\$2.17	\$3.41	\$1.54
Australia	1.35	1.89	2.97	1.34
Austria	1.25	1.75	2.75	1.24
Belgian Congo	1.70	2.38	3.74	1.7
Belgium	1.25	1.75	2.75	1.24
Bolivia	1.55	2.17	3.41	1.54
Brazil	1.55	2.17	3.41	1.54
British Guiana	1.35	1.89	2.97	1.34
British Honduras	1.35	1.89	2.97	1.34
Canada	1.35	1.89	2.97	1.34
Ceylon	1.55	2.17	3.41	1.54
Chile	1.55	2.17	3.41	1.54
Colombia	1.55	2.17	3.41	1.54
Costa Rica	1.55	2.17	3.41	1.54
Cuba	1.05	1.47	2.31	1.04
Czechoslovakia	1.25	1.75	2.75	1.24
Denmark	1.25	1.75	2.75	1.24
Dominican Republic	1.05	1.47	2.31	1.04
Ecuador	1.55	2.17	3.41	1.54
Egypt	1.70	2.38	3.74	1.7
El Salvador	1.55	2.17	3.41	1.54
Finland	1.25	1.75	2.75	1.24
France	1.25	1.75	2.75	1.24
French West Africa	1.70	2.38	3.74	1.7
French West Indies	1.05	1.47	2.31	1.04
Germany	1.25	1.75	2.75	1.24
Greece	1.25	1.75	2.75	1.24
Guatemala	1.55	2.17	3.41	1.54
Haiti	1.05	1.47	2.31	1.04
Hawaii (Honolulu, Oahu)	1.05	1.47	2.31	1.04
Honduras	1.55	2.17	3.41	1.54
Hong Kong	1.35	1.89	2.97	1.34
Iceland	1.25	1.75	2.75	1.24
India	1.35	1.89	2.97	1.34
Indonesia	1.70	2.38	3.74	1.7
Iran	1.70	2.38	3.74	1.7

COUNTRY	FULL RATE (FR)		CABLE LETTER (LT)	
	Minimum 7 Words	Additional per Word	Minimum 22 Words	Additional per Word
Iraq	\$1.70	\$2.38	\$3.74	\$1.7
Ireland	1.05	1.47	2.31	1.04
Israel	1.70	2.38	3.74	1.7
Italy	1.25	1.75	2.75	1.24
Jamaica	1.05	1.47	2.31	1.04
Japan	1.70	2.38	3.74	1.7
Liberia	1.25	1.75	2.75	1.24
Mexico	•	•	•	•
Netherlands	1.25	1.75	2.75	1.24
Netherlands Antilles	1.05	1.47	2.31	1.04
Netherlands Guiana	1.55	2.17	3.41	1.54
New Zealand	1.35	1.89	2.97	1.34
Nicaragua	1.55	2.17	3.41	1.54
Norway	1.25	1.75	2.75	1.24
Pakistan	1.35	1.89	2.97	1.34
Panama	1.55	2.17	3.41	1.54
Paraguay	1.55	2.17	3.41	1.54
Peru	1.55	2.17	3.41	1.54
Philippine Islands	1.70	2.38	3.74	1.7
Poland	1.25	1.75	2.75	1.24
Portugal	1.25	1.75	2.75	1.24
Portuguese East Africa	1.70	2.38	3.74	1.7
Portuguese West Africa	1.70	2.38	3.74	1.7
Puerto Rico	1.05	1.47	2.31	1.04
Saudi Arabia	1.70	2.38	3.74	1.7
Singapore	1.35	1.89	2.97	1.34
Spain	1.25	1.75	2.75	1.24
Sweden	1.25	1.75	2.75	1.24
Switzerland	1.25	1.75	2.75	1.24
Syria	1.70	2.38	3.74	1.7
Trinidad	1.05	1.47	2.31	1.04
Turkey	1.25	1.75	2.75	1.24
Union of South Africa	1.35	1.89	2.97	1.34
United Kingdom	1.05	1.47	2.31	1.04
Uruguay	1.55	2.17	3.41	1.54
Venezuela	1.55	2.17	3.41	1.54
Virgin Islands	1.05	1.47	2.31	1.04

★ Rates from New York to Fairbanks: Day Message (15 words), \$4.10; Night Letter (50 words), \$3.40; Day Letter (50 words), \$5.70.

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IMPORTANT: All the above rates are subject to a 10% Federal Tax.

1. A cable code address of your own choice may be registered at any Western Union office in the United States provided it does not conflict with some other code address already on file. An abbreviated address makes it possible to save words in the signature of a message and will reduce the cost to foreign correspondents when they address messages in reply. Frequently a firm in this country and its foreign correspondent will register an identical cable address and confine its use to the exclusive exchange of messages between themselves. This is known as a reversible address and obviates the need for a signature on messages, thus saving the cost for one word. The charge for a registered address in this country is \$15 annually or \$9 for six months.

2. When sending a message to one person at the address of another the phrase "in care of" is usually used. In such cases it is preferable to substitute the abbreviated international indicator "ches" for example, "ROBERTS CHEZ JOHNSTON" or "RUE DES ITALIENS PARIS" instead "ROBERTS IN CARE OF JOHNSTON ETC."

3. Frequently cable users select LT (overnight) service for sending short messages. A good rule to follow is to always use FR (full-rate) service when the message is 11 words or less—you can get the fast service and the cost is less.

4. Frequently the sender of a full-rate or LT message wishes to prepay the charges for a reply to his message. In such instances the indicator "RP" (reply paid) and the figures showing the amount prepaid are inserted before the addressee's name by the local telegraph clerk. The cost is for one word plus the amount prepaid for the reply. Since the charges for messages from various countries are substantially different in most cases, it is important that sufficient funds be sent to cover the cost of a reply.

5. Full-rate or LT messages will be forwarded to an addressee who has left the place to which the message was originally addressed if the indicator "FS" is placed before the addressee's name. The charge is for one word. Additional forwarding addresses may be furnished (which are charged for) or the sender may rely on the addressee leaving a forwarding address each time he moves on. The sender must agree to pay the forwarding charges in the event the addressee declines to do so or if the message is forwarded but undelivered.

6. Collect messages are not available (other than for Gov-

ernment and Press) except between the United States and possessions and to and from Canada and Mexico.

7. Usually foreign telegraph administrations will not make delivery of messages to business addresses after the close of the regular business day, unless special "after-hour" delivery instructions are on hand. However, you can insure the prompt delivery of full-rate messages after business hours if the word "NUI" is inserted before the addressee's name. The charge is for one word.

8. A report of the time and date of delivery of a full-rate message may be obtained from the office at destination if the indicator "PC" is inserted before the addressee's name. The indicator "PC" means that a report will be furnished by cable; the cost is for one word plus a six word reply.

9. If you plan to travel abroad, Western Union International Communications, 60 Hudson St., New York 13, N. Y., will be glad to furnish a credit card which will enable you to send messages without prepayment from Western Union offices abroad and the telegraph offices of many foreign administrations.

10. If the sender of a full-rate message wishes delivery to be made to the addressee in person, the indicator "MP" or "MAINS PROPRES" (meaning Personal Delivery) must be inserted before the addressee's name. The cost is for one word. There are a few countries where this service is not available; your local Western Union office should be consulted for such information.

11. Full-rate or LT messages may be sent to an addressee in care of a foreign post office by inserting the indicator "GP" or "Poste Restante" before the addressee's name. Messages may also be sent in care of the destination telegraph office by inserting the indicator "TR" or "Telegraph Restant." The cost is for one word.

12. Full-rate messages will be telephoned quickly to the addressee at destination by inserting before the addressee's name the indicator "TF" (for telephone) followed by the addressee's telephone number, if available; for example, "TF PASSY 5074 SMITH PARIS." Telephone delivery will not be made, however, if it is contrary to the regulations of the administration to which the destination office is subject, or if the addressee has specifically requested that messages addressed to him should not be delivered by telephone. The charge is for one word.



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Telephone: OLYmpia 6-7770

**ATLANTA, GEORGIA**  
P.O. Box 624  
Atlanta Airport  
Telephone: POplar 7-8173

**BUFFALO, NEW YORK**  
c/o G & W International  
Forwarders, Inc.  
753 Ellicott Square Bldg.  
Buffalo 3, New York  
Telephone: TL 4-3960

**CHICAGO, ILLINOIS**  
O'Hare Building No. 1  
4140 George Place  
Schiller Park, Ill.  
Telephone: 678-6010

**DALLAS, TEXAS**  
c/o Hunt Delivery Service  
1401 Turtle Creek Blvd.  
Telephone: RI 8-8769

**HARTFORD, CONNECTICUT**  
Terminal Bldg. No. 575—  
Room G 83  
Bradley Field—Windsor Locks  
Telephone: NATIONAL 3-4486

**MOBILE, ALABAMA**  
c/o Mobile-Air-Cargo  
1916 Government St.  
Telephone: 477-4458

**NEWARK, NEW JERSEY**  
Cargo Building No. 150  
Newark Airport  
Telephone: MITCHELL 3-3633

**OKLAHOMA CITY, OKLAHOMA**  
Hangar No. 1  
Will Rogers Field (P.O. Box 10044)  
Southwest Sta.  
Telephone: MUTual 5-8835

**FORT WORTH, TEXAS**  
English Delivery Service  
1006 East Daggett Street  
Ft. Worth, Texas  
Telephone: ED 2-5492

**LOS ANGELES 45, CALIFORNIA**  
P.O. Box 90052  
International Airport  
Telephone: SPRing 4-1664

**MIAMI, FLORIDA**  
P.O. Box 48-543  
5425-35 N.W. 36th Street  
Telephone: TUXedo 8-4601

**ROCHESTER, N. Y.**  
c/o Leading Forwarders of Rochester,  
Inc.  
39 State Street  
Telephone: BAKER 5-5210

**SAN FRANCISCO, CALIFORNIA**  
Cargo Bldg. No. 2  
San Francisco International Airport  
Telephone: JUNE 3-2200

**WASHINGTON, D. C.**  
c/o Pollard Delivery Service  
National Airport  
Telephone: DI 7-8318

RATE COMPARISON CHART SHOWING SAVINGS IN CENTS PER POUND  
USING ACC TARIFF RATES vs I.A.T.A. CARRIER RATES  
Scientifically Designed for SMALL and LARGE SHIPPERS  
North Atlantic-Pacific Destinations  
(Minimum Charge \$7.50)

New York to:	ACC RATES			AIRLINE	ACC Savings Up To
	Under 25 lbs.	25-49 lbs.	50-99 lbs.	Under 100 lbs.	
Addis Ababa	2.13	2.10	2.07	2.28	.21
Algiers	1.10	1.07	1.04	1.25	.21
Amsterdam	.77	.74	.71	1.08	.37
Ankara	1.45	1.42	1.39	1.60	.21
Athens	1.36	1.33	1.30	1.51	.21
Beirut	1.51	1.48	1.45	1.66	.21
Berlin	1.03	1.00	.97	1.23	.26
Bombay	2.33	2.30	2.27	2.48	.21
Brussels	.77	.74	.71	1.08	.37
Cairo	1.51	1.48	1.45	1.65	.21
Calcutta	2.47	2.44	2.41	2.62	.21
Casablanca	1.01	.98	.95	1.16	.21
Copenhagen	.86	.83	.80	1.17	.37
Frankfurt	.86	.83	.80	1.17	.37
Geneva	.86	.83	.80	1.17	.37
Glasgow	.80	.77	.74	1.00	.26
Helsinki	1.10	1.07	1.04	1.30	.26
Hong Kong	1.98	1.95	1.92	2.29	.37
Johannesburg	2.19	2.16	2.13	2.73	.60
Karachi	2.16	2.13	2.10	2.36	.26
Leopoldville	2.15	2.12	2.09	2.30	.21
Lisbon	.85	.82	.79	1.00	.21
London	.69	.66	.63	1.00	.37
Madrid	.98	.95	.92	1.08	.16
Manila	1.98	1.95	1.92	2.29	.37
Marseilles	.98	.95	.92	1.18	.26
Munich	1.03	1.00	.97	1.23	.26
Oslo	.88	.85	.82	1.19	.37
Paris	.77	.74	.71	1.08	.37
Rangoon	2.33	2.30	2.27	2.48	.21
Rome	.89	.86	.83	1.20	.37
Saigon	2.15	2.12	2.09	2.30	.21
Seoul	1.98	1.95	1.92	2.29	.37
Shannon	.80	.77	.74	.93	.19
Singapore	2.20	2.17	2.14	2.35	.21
Stockholm	.88	.85	.82	1.19	.37
Taipei	1.98	1.95	1.92	2.29	.37
Tel Aviv	1.51	1.48	1.45	1.66	.21
Tokyo	1.90	1.87	1.84	2.25	.41
Zurich	.86	.83	.80	1.17	.37

This chart shows just a few of the over 200 MONEY SAVING general rates available to you via the ACC tariff. Equally attractive rates available to other European, Latin American, Asian, African, Canadian and Alaskan destinations. In addition, ACC has special savings in

#### SPECIFIC COMMODITY RATE CATEGORIES

These rates are established for certain type commodities between specific cities in a directional basis. They are subject to a minimum weight of usually 50 pounds and afford you a considerable savings over low rates shown above.

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International Freight Forwarders

FMB No. 666

Custom House Brokers

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TU 8-8431—TWX MM 145

### New Orleans Office

Box 20021, Moisant Int'l Airport  
New Orleans, La.  
729-2576—TWX KENN 06

### Los Angeles Office

5600 West Century Blvd.  
Los Angeles 45, Cal.  
SPring 6-0090—TWX INGL 4141

### NEW YORK OFFICES

#### Surface Division

26 Broadway  
New York 4, N. Y.  
Bowling Green 9-6800  
TWX NY1-2053

#### Air Division

Cargo Service Bldg. #80  
N. Y. International Airport  
Jamaica 30, N. Y.  
OLympia 6-5435—TWX NY4-1962

### Chicago Office

O'Hare Bldg. #1  
4140 George St.  
Schiller Park, Ill.  
Phone: 678-5000  
TWX—FKLN PK 2531

### Overseas Office

P.O. Box 26  
Geneva 15, Airport  
Switzerland  
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IATA—Authorized Cargo Sales Agent

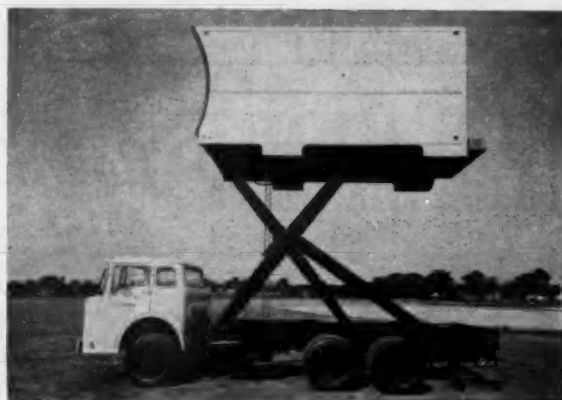


*Push a button, and ...*

## UP GO 8 TONS OF AIR CARGO



1. Cresci hi-lift cargo truck in repose.



2. Pushbutton activation sends body up to plane-floor level.

**L**ATEST bid for the swift handling of mass shipments or bulky freight is an eight-ton capacity mobile hi-lift apparatus developed by engineers of the Cresci Aviation Equipment Co., of Vineland, New Jersey.

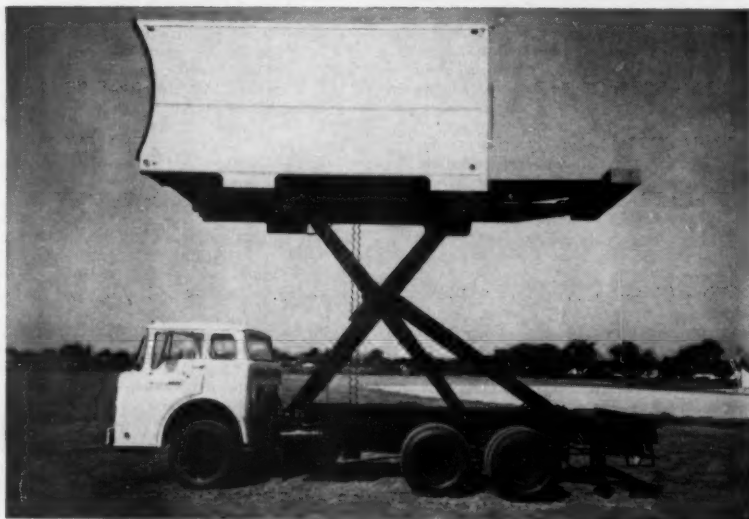
Unveiled at the recent ground-handling exposition in the nation's capital, Cresci demonstrated during a two-day period the numerous advantages of the new equipment in providing the air carriers with what it calls "pushbutton fleet service." It has been designed to cope with even the tallest jet aircraft, providing a sturdy platform for the transfer of shipments into and out of the plane.

The new Cresci unit is a smooth-working apparatus. An enclosed van is mounted aboard a 1961 Ford C1750 truck chassis, and is raised and lowered by a double-scissor mechanism activated by an electrically driven hydraulic cylinder.

The van itself measures 16' 6" x 8'. Interior dimensions, 15' 3½" in length, 90½" in width, and 72½" in height. The 16,000 pounds it can support (more than 1½ times the cargo lift of a DC-8 or 707, and about half the lift of a DC-7F freighter) will elevate to a height of 15' 9", measured ground to van floor.

Simple operation of a toggle switch sets off the van into forward motion, moving over the cab of the truck, directly to the cargo door of the plane.

Forward travel of the body is six feet. In this extended position it is possible to raise or lower the van in order to equalize the position of the van and aircraft floors for the unhampered flow of freight into and out of them.



3. Body can move forward as much as six feet over cab.

Part and parcel of the new Cresci unit are safety features which have stimulated operator interest. These are:

▶ A built-in guard against simultaneous operation of the truck and the van.

▶ A device which prevents the van from any sort of action when it is not in manual control. A safety switch requires constant pressure to move the van. The merest lift of the hand from the control will cut all action.

▶ Safety stops will prevent the van from dropping when it is in an extended position and, in the remote possibility, develops a leak in the hydraulic cylinder.

▶ The simple arrangement of the several oil lines is a sure block against their knotting or crimping, which is recognized as a major cause of oil leakage.

It was pointed out by Cresci engineers that it is possible to transfer the van and lifting units to another chassis—of comparable size and double axle—in just a few hours.

Price? It's in the neighborhood of \$21,000, all told.

No newcomer to the business, Cresci has been serving industry for half a century. It produces a variety of scissor-lift trucks, applicable to all types of industrial operations. • • •



## Ban Westbound Atlantic Charters; AFFA Critical

Civil Aeronautics Board action in modifying Condition (d) in its approval of Agreement CAB 15684, R-25, as set forth in Order E-16295 of January 22, 1961, has been hit by the Air Freight Forwarders Association. The revised condition now prohibits the charter by forwarders of aircraft in westbound Atlantic traffic.

The controversial decision by the Board was contained in its general acceptance of the agreement adopted by the member carriers of Conference No. 1, International Air Transport Association, the results of which became effective in North Atlantic air traffic on September 1, 1961 (*June AT, Page 14; August, Page 10*). Features of the new agreement included sharp reductions in general cargo rates, a reduced number of specific commodities, increased minimums, more weight breaks, and the ban on westbound charters by forwarders. The CAB's Condition (d) now reads:

"For charters in air transportation as defined in the Act, Resolution 045 shall not prohibit the charter of aircraft to the United States international air freight forwarders, except insofar as westbound transportation on the North Atlantic is concerned."

Commenting on the Board action in this regard, Louis P. Haffer, executive vice president and counsel of the national forwarder organization, stated:

"It is one thing . . . to approve the North Atlantic rate structure. It is another thing to have used such structure as a basis for allowing the North Atlantic

(Continued on Page 129)

## Board's Revocation of Domestic Minimum Rates is Now in Effect

On October 1, 1961, all minimum rates for domestic air freight, as well as minimum charges for assembly and distribution services, went into discard. The Civil Aeronautics Board, which issued the order, stated that "the maintenance of minimum rates for air freight is no longer necessary or desirable."

Early this year, the Board proposed revocation of the minimum rates (*April AT, Page 6*). Its proposal was made on the following bases:

1. The rate war situation which existed a dozen years before is not present today.
2. Air freight capacity will be further increased.
3. New types of turbine-powered aircraft will bring lower cost levels.
4. If the increased capacity is to be efficiently utilized, a significant increase in air freight volume must be developed.
5. It is "essential to provide a regulatory climate which will best stimulate initiative within sound economic boundaries."

Referring to the division of opinion on revocation among airlines, forwarders, and users, CAB Chairman Alan S. Boyd, who wrote the opinion, stated that the Board, "after a full consideration of all the material in the record," affirmed its original tentative findings.

"The need for establishment of minimum rates in 1948 arose from the imbalance in the competitive relationship between the all-cargo carriers, who could survive only if their cargo revenues equalled their fully allocated costs, and the domestic trunklines, who operated only combination passenger-cargo equipment and who could afford to carry cargo at low added cost rates," Boyd said.

"That this basic condition no longer exists is evident. The domestic trunklines now operate sizeable fleets of all-cargo aircraft and no longer urge that the all-cargo rate level be based upon the added cost of carriage in passenger aircraft. These changed circumstances are illustrated by the fact that, whereas the original establishment of minimum rates was supported by the all-cargo carriers and opposed by the trunklines, there is now a cleavage within each group of carriers as to whether the minimum rates should be revoked. In short, the competitive factors which gave rise to the minimum rate order in 1948 no longer exist, and for this reason alone the order has become obsolete in terms of its original purpose."

"It seems clear that the domestic freight rates have long since been stabilized. In 1957, the carriers voluntarily filed general increases approximating 10%. Even prior to this general increase, rates were in excess of the prescribed minima in many

(Concluded on Page 130)

## New Freight Tariffs are Filed By AA, Tiger; More on the Way

The Flying Tiger Line, all cargo carrier, closely followed by American Airlines, have filed new tariff proposals with the Civil Aeronautics Board. Both are east-west air carriers operating scheduled services. It is understood that other airlines are readying their own proposals.

Tiger's tariff would become effective October 16; American's, October 23.

The all-cargo line said that its tariff, the result of two years' "intensive research and study," is designed to set up a flexible structure "geared to the actual cost of transportation." It is hoped that this structure will enable the air freight industry to move into an era of normal utilization by shippers, rather than its major role as a carrier of emergency shipments.

Hundreds of rates on many commodities

have been lowered by Tiger, ranging from an average of 18¢ per ton-mile down to 13¢ per ton-mile. Some rates have been slashed as deep as 40%.

Commodities have been divided into

Air Transportation learned at presstime that United Air Lines has filed new rates, and TWA is preparing to do so.

seven classes in Tiger's proposed tariff. These are based on density (weight per cubic foot), with higher density earning lower rates.

Rates are based on mileage between

(Concluded on Page 129)

## NWA Opens N.Y.-Tokyo Airfreighter Operations

The only through-plane all-cargo service, linking the New York and Tokyo markets was inaugurated late last month by Northwest Orient Airlines. T. R. Nolan, director of freight sales, who made the announcement, said that the freighter flights, which are via Chicago, Seattle-Tacoma,

(Concluded on Page 129)

## Air Cargo Support Urged In Report to President

Stimulation of growth of America's air cargo industry is included in the report submitted to President Kennedy last month by his special task force. The eight-man body recommended that special legislation be enacted to guarantee the purchase of modern airfreighters.

Its 330-page report likewise recom-

(Concluded on Page 129)

## SERVICES

### DOMESTIC

#### ALASKA

The Seattle-based airline recently inaugurated Convair 880-M jet service between the Pacific Northwest and Alaska.

#### AMERICAN

Starting October 15, AA will open 707 Astrojet service between New York and Phoenix. The flight will continue to San Diego westbound, and originate in the latter city eastbound.

#### EASTERN

Daily Boeing 720 jet service has been inaugurated between New York and Jacksonville, and between Jacksonville and Miami.

#### NATIONAL

On September 24, NAL kicked off its new DC-8 jet runs from Florida to San Francisco. Daily round trip from Miami to the California city is via New Orleans and Houston.

#### NORTHWEST

An additional 720B jet service has been introduced between the West Coast and Chicago, speeding connections with the airline's transpacific services.

### INTERAMERICAN

#### PAN AM

Additional all-cargo service between Miami and San Juan has been introduced. There is a new daily midnight departure from Miami, arriving in San Juan at 6 a.m. Northbound freighter flight leaves the Puerto Rican capital at 11 p.m., landing in Miami at 2:50 a.m., Tuesday through Saturday.

Jet service is slated to be opened this month on runs between the Florida cities of Miami and Tampa, and Mexico City.

#### PANAGRA

DC-8 service between New York and Buenos Aires has been upped to six a week, with DC-7 service on this run cut back to one a week. In addition, all DC-7 flights to Santiago, Chile have been replaced by five jet flights per week.

### TRANSATLANTIC

#### AIR FRANCE

The French carrier's winter schedule starts November 1, with a total of 30 jet flights per week between its six North American gateways (New York, Chicago, Los Angeles, Anchorage, Montreal, and Mexico City) and Paris.

#### IBERIA

DC-8 jet service was opened on the Madrid-Bermuda-Mexico City route last month. Another jet service has been inaugurated on its Madrid-San Juan-Caracas-Bogoto route.

#### TWA

Direct jet flights from New York to

Cairo and Tel Aviv are slated for inauguration on October 29.

### EUROPE-MIDDLE EAST

#### UNITED ARAB

A once-weekly Comet 4 jet service between Cairo and Moscow is expected shortly to go into operation.

## AIRPORTS

### JETS FOR NEWARK

The Port of New York Authority has authorized jet flights of American Airlines and Eastern Air Lines to operate between Newark Airport and Chicago. Such authorization is contingent on specific schedules and certain terms and conditions.

### SEATTLE-TACOMA

July totals showed a drop in air freight handlings as compared with the same month a year ago—from 3,544,489 pounds to 2,535,256 pounds. Express handlings increased from 278,917 pounds to 286,085 pounds. For the first seven months of 1961, freight is trailing the January-July, 1960 total by 1,203,204 pounds, while express is up by 33,852 pounds.

### SAN JUAN

Inbound and outbound cargo handled at Puerto Rico International Airport in July jumped 33.5% over the same month a year ago—4,557,799 pounds compared with 3,413,335 pounds.

### SHANNON

According to an announcement by John Dilger, commercial aviation manager at Shannon, firms located in the Shannon Industrial Estate established a new high last June when they exported 242,000 pounds of shipments by air. It is estimated that approximately 4½ million pounds will be airfreighted out of the Industrial Estate this year—a 400% increase over the 1960 total. (Read *A World Air Market Springs Alive*; August 1961 AT; Page 14.)

## RATES

### DOOR-TO-DOOR RATES

The establishment of the first door-to-door freight rates in the airline industry is being sought by Delta Air Lines in an application now before the Civil Aeronautics Board. At present all quoted rates are based on airport-to-airport. If approved by the Board, Delta's rates become effective on October 6.

According to John Pogue, manager of cargo, "approval of this request will be the first real breakthrough in the business, a plan that could be the biggest boost we have ever had to air freight." He added:

"For many years we have tried for door-to-door rates, but always were unsuccessful in our efforts. Air freight rates have been steadily reduced, but increases in pickup and delivery offset any reductions made by the airlines. Door-to-door rates can offer shippers considerable savings, in some cases as much as 40%."

## GROUND SERVICES

### ALLIED JOINS ACI

Allied Air Freight, Inc. has become the

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Company Limited

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## IRELAND



second air freight forwarding organization to join Air Cargo, Inc., ground service company of the scheduled airlines of the United States. In the initial stages of the ACI-Allied contract, the former will provide pickup and delivery services at nine cities. Included are Boston, Chicago, Detroit, Los Angeles, and San Francisco. Allied handled more than 10 million pounds of traffic last year, grossing nearly \$2 million.

### PROPOSED PUD RULE STUDIED

A new rule which would clarify the geographical area within which an air carrier may open pickup and delivery service is being considered by the Civil Aeronautics Board. In an explanatory statement the Board said:

"Under current practice, the pick-up and delivery points for air cargo service are set forth in appropriate tariffs filed with the Board under the requirement of section 403(a) of the Act. There is no present provision in the Act or the Board's rules and regulations which attempts to prescribe the geographic area within which the air carriers, direct or indirect, may elect to provide pick-up and delivery service nor does the Board specifically license or directly control the provision of such service. The exercise of Board authority has heretofore been confined to accepting or rejecting tariffs filed under section 403(a) of the Act as providing service in connection with . . . air transportation. Whether or not the surface transportation under the terms of a tariff primarily upon whether it is a service which is 'incidental to transportation by aircraft' under the Interstate Commerce Act and thus exempted pursuant to that statute.

### Possible Administrative Problem

"In administering the exemption provision, the Interstate Commerce Commission has given weight to the fact that the air cargo pick-up and delivery service is described in tariffs on file with the Civil Aeronautics Board and, to that extent, what the Board accepts may have a bearing upon whether regulation will be applied by the Commission. Obviously, both the Board and the Commission should strive to administer the respective acts so that there is no undue conflict between what the Board considers 'service in connection with . . . air transportation' and what the Commission considers as service 'incidental to transportation by aircraft.' It should be made clear, however, that the acceptance of a pick-up and delivery tariff for an air carrier does not necessarily constitute an assertion of exclusive jurisdiction by the Board which would automatically authorize the carrier to perform such service under provisions of the Federal Aviation Act.

"As heretofore suggested, under current practice the air carrier determines at which locations it desires to provide pick-up and delivery service (if at all) in and around a particular point certificated to receive air service, and files a pick-up and delivery tariff with the Board disclosing such locations. In deciding whether to accept or reject the tariff, the Board in the past has used distance criteria to determine whether the services are being rendered in connection with air transportation. For the most part tariff proposals for pick-up and delivery service at distances extending beyond 25 miles either from the airport through which the carrier serves the particular point, or from the corporate limits of the city if it constitutes the 'point,' have been administratively rejected. In a

number of instances, however, tariffs providing for services substantially beyond a 25-mile limit have been permitted to become effective, particularly at the more important certificated points. The procedure of regulating terminal area services through tariff rejections under the 25-mile 'rule of thumb' has been challenged both on a procedural basis as well as with respect to substantive validity.

"As a result of certain contentions in this connection, the Board, on April 20, 1960, sent a letter to all direct and indirect air carriers soliciting their views as to the need for changes in the current terminal area policy.

"The responses to this letter were varied. Three of the largest carriers favor the abolition of any artificial limitation with respect to defining the area for pick-up and delivery service on the ground that such limitations would have a retarding effect on the growth of air cargo. They state the area should be broad enough to give any shipper or consignee service to or from the nearest airport at which adequate cargo lift capacity is available. Other trunkline



carriers which expressed general satisfaction with the Board's current procedure recognize the need for 'flexibility' in the Board's policy to provide for an expansion of a terminal area where circumstances may so require.

"Local service carriers who submitted comments generally favor existing Board policy. But some also advocate flexibility. While the general opinion of the local service carriers either reflects a desire for the status quo or a 'proceed with caution' approach, several of the carriers suggest that the Board should have as its objective the over-all encouragement of air cargo development and growth as viewed from the industry level primarily and not from the viewpoint of the individual carrier. The air freight forwarders, almost uniformly, are of the opinion that the present terminal area limitations are unrealistic and should be abolished.

"The comments filed and our independent study of this matter lead us to conclude that regulatory action by the Board is required.

"A clearer definition of the geographical area within which an air carrier is free to inaugurate pick up and delivery service is desirable. Clarification will be of assistance both to the industry in its planning for air cargo services, and to the Board's staff in the administrative handling of pick-up and delivery tariff filings.

"There is then the question of precisely where to delimit authorized pick-up and delivery zones. It is generally recognized that the economic and commercial influences of a city are not bounded by political limits. The location of an industrial plant or major governmental installation within the rural periphery of a city quite often extends the city's economic and social sphere to such an extent that it will envelop the area and bring it within the metropolitan orbit. Regulation which is related to the economic life of a community must recognize the existence of dynamic forces that promote and develop its continued growth. This recognition is particularly true in the regulation of transportation and the auxiliary services in connection therewith.

"It is clear that, in theory, the best practice would probably be to determine the terminal area on an ad hoc basis for each of the several hundred certificated points based upon the peculiar considerations applicable to service to each such point. This is, however, administratively unworkable. Our solution to this problem must be capable of being handled within current and foreseeable Board resources, and must not be unduly burdensome to the affected carriers in application, or so restrictive as to place unwarranted obstacles in the development of air cargo. Hence, we would adopt a uniform standard to such extent as appropriate for all points served. In this regard, it appears that the area of trucking services incidental to air transportation is generally related to distance from the point, and that mileage from such point is therefore an appropriate means of defining such areas. The actual mileage distance, however, must largely be determined as a matter of reasonable judgment.

"With these factors in mind, we have tentatively concluded that except for the two top air cargo generating points, New York and Chicago, the authorized terminal area for pick-up and delivery services in connection with air transportation shall extend to a radius of 50 miles from municipal center (city hall or its equivalent) of the certificated point. With regard to the more important certificated points, this in general represents a moderate increase over currently accepted pick-up zones since the distances for the most part appear to have been calculated from city limits rather than city center, and since the present 'rule-of-thumb' mileage has been exceeded at a number of the major points. Nevertheless, this increase in authorized pick-up and delivery zones will give the carriers a somewhat more extensive area within which to experiment as to the feasibility of broader pick-up and delivery services. We also are mindful that the average air freight haul on the trunk lines, which carry most freight, appears to be about 900 miles, so that from the standpoint of distance the ancillary surface transportation would appear to be but a small incident of the air haul.

"It is, of course, also recognized that no one factor may be considered determinative and other elements which might possibly be suggested by comments responsive to this notice will be given such weight as may be appropriate in determining terminal areas.

### New York and Chicago

"With respect to the terminal areas of New York and Chicago, current tariff filings issued by the scheduled air carriers and major forwarders at these greatest cargo generating points provide for pick-up and delivery services at places considerably beyond a 50-mile radius. With the particular nature of these cities in mind as well as other factors above noted, it is tentatively concluded that their authorized terminal areas for pick-up and delivery services in connection with air transportation shall extend as hereinafter set forth. The New York terminal area shall include, in addition to the five boroughs of New York City, eight counties in New York State, nine counties in New Jersey and three counties in Connecticut. The Chicago terminal area shall include, in addition to the city itself, eleven counties in Illinois, two counties in Wisconsin and two counties in Indiana. The terminal areas are also set forth in detail in Appendix A of the proposed rule. Such delineation



will permit the major carriers to continue providing auxiliary pick-up and delivery services at all points listed in currently effective tariffs without regard to a fixed radius and will also enhance our continued support of, and the development of, air cargo services at these two cities.

"Once authorized zones are finally adopted by the Board, we contemplate that a carrier would be free to file pick-up and delivery tariffs to indicate any location within such zones.\* However, if a carrier desires to include a location beyond the authorized pick-up and delivery zones in a tariff, our contemplated procedure would require that application be made to the Board and that notice of such be served upon interested parties. Under the procedure, the application may be challenged by any interested person.

"Once any new pick-up and delivery location is approved pursuant to the procedure outlined in § 222.3 of the proposed rule, the authority granted thereby will be applicable only to the carrier involved, and any other carrier later desiring to serve such location must also file an application therefor. However, any authority to include a location in a pick-up and delivery tariff pursuant to the procedure in § 222.3 will be subject to review at such time as a rule-making proceeding might be instituted which contemplates specifically delineating the authorized pick-up and delivery zone for the particular airport city involved. This procedure will permit a deferral of final determination of expanded pick-up and delivery zones to await a general requirement on the part of the air carriers for a broadened zone and can also take into account any later developing changes in surface transportation services at the airport city involved..."

The foregoing has led to a proposal of a new Part 222 of the Board's Economic Regulations. For the text of the new Part 222, see box on this page.

## COMMERCIAL AIRCRAFT

### CARAVELLES FOR TWA

TWA has become the second United States air carrier to turn to the French jet, the *Caravelle*. It has ordered a fleet of 20 from Sud Aviation Co., an advanced type to be known as *La Nouvelle Caravelle*. The order includes an option for 15 more. Charles C. Tillinghast, Jr., president of the airline, said that delivery of the transport, which has racked up an impressive record abroad, will start in January, 1963, and will be entirely delivered by July of the same year. Top cruising speed of the plane is nearly 550 miles per hour. At the present time, United Air Lines is the sole domestic carrier operating the French jet.



Tillinghast



Jones

Purchase and Conversion

## PART 222—TARIFFS OF AIR CARRIERS; AIR CARGO PICK-UP AND DELIVERY ZONES

### § 222.1 Applicability.

This part is applicable to the provision of terminal services in connection with air transportation of property at any point within the United States or its territories and possessions by any carrier subject to Part 221 of this chapter (Board's Economic Regulations).

### § 222.2 Filing of tariffs.

In accordance with the provisions of Part 221 of this chapter and the regulations of this part, each carrier shall file tariffs covering all pick-up and delivery services offered by it between any airport and any place (a) within an area of 50-miles of the municipal center (city hall or its equivalent) of any point served by it through such airport pursuant to authorization of the Board, (b) within an authorized pick-up and delivery zone described in Appendix A of this part for the respective point served by it through such airport pursuant to authorization of the Board, or (c) authorized upon application of the carrier filed in accordance with § 222.3. A certification shall accompany each tariff filing identifying the category within which each pick-up and delivery service falls.

### § 222.3 Service to locations not previously authorized.

(a) *Application.* If a carrier, subject to this part, desires to file a tariff providing for pick-up and delivery service to any location(s) not authorized by § 222.2, such carrier shall file with the Board a written application for authority to do so. Such application, in an executed original and nineteen copies, shall be conspicuously entitled "Application for Tariff-filing Authority: Pick-up and Delivery Zone"; shall clearly identify the location(s) for which tariff-filing authority is requested; shall state the reasons why service to such location(s) is deemed appropriate and set forth economic data and other facts relied upon; shall contain a notice that persons served may, within 15 days, file and serve an answer in support of or in opposition to the application; shall set forth the names and addresses of the persons required to be served and state that service has been made on all such persons by personal service or by registered or certified mail, and the date of such service. In the case of service by mail, the date of mailing shall be considered the date of service. Each copy of an application served pursuant to this part shall state that such service is made pursuant to Part 222 of the Civil Aeronautics Board's Economic Regulations.

(b) *Service of application.* A copy of each application shall be served upon such persons as the Board may designate in a particular case, and shall be served upon the following persons in all cases: (1) Each scheduled air carrier which regularly renders service to or from a point involved; (2) the chief executive(s) of the city (or cities) in which the certificated point is located; (3) the Interstate Commerce Commission, Bureau of Motor Carriers; and (4) any State aviation commission and any other transportation regulatory agency of the State in which the certificated point is located.

(c) *Answers.* Any interested person may file an answer with the Docket Section of the Board in opposition to or in support of an application. The answer shall be filed in an executed original and nineteen copies no later than 15 days after the filing of said application. Such answer shall set forth in detail the reasons for the position taken and include such economic data and facts as are relied upon. It shall also be served upon the carrier filing the application and state therein the date of such service. Unless ordered by the Board upon application or upon its own motion, further pleadings will not be entertained.

(d) *Order of approval.* Tariffs shall

not be filed unless and until the Board by order approves the application finding that the proposed tariff involves services in connection with air transportation.

(e) *Effectiveness of authority.* Authority to include any location(s) in a pick-up and delivery tariff granted pursuant to the procedure of this section shall be subject to revision or revocation without evidentiary hearing in the event that the Board establishes an authorized pick-up and delivery zone for the particular point involved pursuant to § 222.4.

### § 222.4 Use of rule making.

On its own motion, or at the request of any interested party, the Board may initiate rule-making proceedings for the authorized pick-up and delivery zone for any point. At the conclusion of such proceedings, the zone if different from that circumscribed by a 50-mile radius of the city center, shall be separately described on an appropriately numbered page in Appendix A which is made a part of the regulations of this part.

### § 222.5 Conformance of tariffs with this part.

Within 180 days of the effective date hereof, all tariffs which do not conform to this part shall be so revised as to conform herewith.

## APPENDIX A

### AUTHORIZED PICK-UP AND DELIVERY ZONES\*

1. *New York, New York.* The authorized pick-up and delivery zone for New York, New York, shall include: The five boroughs of New York City—Manhattan, Bronx, Kings, Queens, and Richmond; the counties of Ulster, Dutchess, Putnam, Orange, Rockland, Westchester, Nassau, and Suffolk in New York State; the counties of Sussex, Passaic, Bergen, Essex, Hudson, Union, Middlesex, Somerset, and Morris in New Jersey; and the counties of Fairfield, Litchfield, and New Haven in Connecticut.

2. *Chicago, Illinois.* The authorized pick-up and delivery zone for Chicago, Illinois, shall include: The City of Chicago, the counties of Stephenson, Winnebago, Ogle, Boone, DeKalb, Kane, McHenry, Lake DuPage, Will, and Cook in Illinois; the counties of Green and Rock in Wisconsin; and the counties of Lake and Porter in Indiana.

## APPENDIX B

### MAJOR CARGO GENERATING AIRPORT CITIES<sup>1</sup>

City	Ton (Cargo) <sup>2</sup>	Percent of U.S. total
1. New York .....	77,684	15.48
2. Chicago .....	70,799	14.11
3. Los Angeles .....	40,043	7.98
4. San Francisco .....	31,062	6.19
5. Detroit .....	21,842	4.35
6. Dallas .....	19,192	3.83
7. Cleveland .....	17,215	3.43
8. Atlanta .....	14,547	2.90
9. Boston .....	13,841	2.76
10. Philadelphia .....	12,390	2.47
11. Washington .....	10,407	2.07
12. Denver .....	8,184	1.63
13. Miami .....	8,007	1.60
14. Hartford-Springfield .....	7,678	1.53
15. Minneapolis .....	7,528	1.50
16. St. Louis .....	6,426	1.28
17. Buffalo .....	6,361	1.27
18. Cincinnati .....	6,003	1.20
19. Kansas City .....	5,758	1.15
20. Seattle-Tacoma .....	5,666	1.13
21. Pittsburgh .....	5,090	1.01
Total .....	395,723	78.87
U.S. Total .....	501,714	100.00

<sup>1</sup> Air Commerce Traffic Pattern (Scheduled Carriers), Federal Aviation Agency (1959).

<sup>2</sup> Cargo tons include local and connecting cargo loaded at stations indicated.

\*We will require a carrier to certify that all pick-up and delivery points in a new tariff are within the prescribed terminal area of the point or points involved or as authorized.

\*The pick-up and delivery zones for airport cities specifically defined in this Appendix are excepted from the mileage formula contained in § 222.2.

## RANSA CONVERSION

RANSA Airlines is converting a Boeing *Stratocruiser* to freighter configuration with a planned payload of 40,000 pounds, according to Capt. Everett Jones. Offering 6,000 cubic feet of cargo capacity in the main cabin and belly, the big aircraft, if

it proves out, will replace the DC-6As now operated on the Venezuelan air cargo carrier's route. The Boeing piston plane, which will be known as the *Super-Cargoliner*, will have a range of 2,100 miles with full payload, cruising at 260 statute miles per hour. Maximum range is 3,500 miles. It will be placed in both scheduled and

charter operations. Conversion costs, Capt. Jones said, is \$100,000. Test flight is scheduled for October 5.

#### TRIDENT NEARER

The first of the 600-mile-an-hour deHavilland *Tridents*, 24 of which have been ordered by British European Airways, recently rolled off the assembly line. Flight-testing is due in December. Delivery starts in 1963. BEA will operate it on routes of a maximum of 1,000 miles. Cargo capacity is 850 cubic feet; passenger, 100.

#### EAA PICKS FRIENDSHIP

East African Airways has settled on the Fokker *Friendship*. An order has been placed for three of these short-haul prop-jets, with delivery scheduled for the end of next year. There are now 191 *Friendships* in service and on order.

#### CL-44 IS IMPROVED

According to a report from Canadair, Ltd., the range and payload of the CL-44 swingtail propjet freighter have been upped. An increase in its maximum takeoff weight to 210,000 pounds, has extended range by 11% and full fuel by more than 15%. New still-air range is 3,250 statute miles with a 63,900-pound payload. Full-fuel payload is 37,000 pounds at a range of 5,669 statute miles.

#### NEW 880-M MARKS

A Convair 88-M jet, delivered to Swissair at Zurich, recently completed the longest nonstop jet transport flight. Flying from New York, it hopped the 3,855 miles in 6:57 hours, averaging 571 miles per hour. Scheduled jet airline time for this route is 7:25 hours.

When 880-M service was opened on the airline's Far East route last month, it slashed piston time on the Zurich-Tokyo run to 37 hours for the round trip. Piston equipment on the one-way Zurich-to-Tokyo service formerly took 40 hours.

#### SUPERSONIC DC-8

The DC-8 has become the first transport to break the sound barrier, Douglas Aircraft Co. reported. Flying at an altitude of 40,350 feet, the jet, traveling from Long Beach to Edwards Air Force Base, California, exceeded the true air speed of 660 miles per hour.

### FORWARDERS

#### FIATA CONGRESS IN VIENNA

The International Federation of Forwarding Agents Associations (FIATA) convenes its Seventh World Congress in Vienna, the city in which it was founded. Meeting from October 9 through October 14, most of the sessions will take place at the Federal Chamber of Commerce. The organization in the host city, an active FIATA member, is Zentralverband der Speditionen.

#### CHICKS, MORE CHICKS

The Air Cargo Division of Frederic Henjes, Jr., Inc., recently handled two sizable charters of baby chicks, one of which formed one of the largest single shipments of this type. Both plane-load shipments were flown in Sabena aircraft to consignees in Milan. The first consignment consisted of a total of 90,000 baby chicks, weighing a total of 10,800 pounds. The second shipment, airhailed about a week later, consisted of 65,000 chicks and 250 cases of hatching eggs. Weight: 18,000 pounds.



Shown above are conferees at Air Express International's special worldwide sales meeting held in Amsterdam last month. Sessions, which lasted two days, heard addresses by AEI executives and new international sales plans. Left to right are: Dr. Rudolf Eder, Gebrüder Weiss, Vienna; Ludovico Spinola, AEI, Rome; J. Pakarinen, O/Y Huolintakeskus A/S, Helsinki; Gordon B. Dwyer, AEI, Sydney; Angelo Valente, AEI, Milan; Philip Wall, Wall's Shipping Agency, Dublin; Michel P. Prevost, AEI (France), Paris; Robert A. Ziegler, Ziegler & Co., Brussels; Wilhelm Boe, Wilhelm Boe Shipping & Forwarding Agents, Oslo; Richard Sun, AEI (Hong Kong), Hong Kong; Hans Doelter, AEI, G.m.b.H., Frankfurt; Cornelis A. Bolt, AEI, Amsterdam; Vincent Fulchiron, P. Fattou & Fils, Lyon; John E. Mulfeld, Alvin B. Beck, and Stanley D. Ver Nooy, all of AEI headquarters in New York; David J. Kelsall, AEI, London; H. R. Van Eek, and Karl C. A. Visser, both of Van Gend & Loos, Utrecht; J. Stark, Van Gend & Loos, Amsterdam; Ivar Neurlin, A/B Olson & Wright, Stockholm; Sten Sjøstedt, A/B Olson & Wright, Gothenburg; Rudolf Merz, Jacky Maeder & Co., Zurich; G. C. H. Janssen, Netherland Airfreight Consolidators, Amsterdam.

#### AEI IN OVERSEAS PARLEY

National managers and managing agents of Air Express International last month convened at the Europa Hotel in Amsterdam, Holland. According to Alvin B. Beck, president, who was chairman of the two-day meeting, its purpose was "to coordinate our sales efforts and to embark on a new sales approach in conjunction with AEI's new tariff." He said that "common enthusiasm, common purpose, and common action" will bring the money-saving aspects of the company's 100,000-commodity tariff to a wider shipper audience.

Beck stated that company quotas have been set for the final quarter of the current year and for all of 1962. Other executives from AEI's headquarters office who traveled to Amsterdam to participate in the sales parley were John E. Mulfeld, vice president-sales, and Stanley D. Ver Nooy, vice president-traffic.

#### CONSOLIDATED BACKED

Consolidated Air Freight, Inc., which, according to the Civil Aeronautics Board engaged in international air freight forwarding for a brief period in 1960 "without proper authorization," recently won the recommendation of a CAB examiner for such authorization as an international air freight forwarder. Examiner William J. Madden found the last year's activities "were begun in good faith and with reasonable grounds to believe that it was in fact authorized to so operate." The examiner also found that there is no relationship between Consolidated and Shulman, Inc.

#### MEDALLION MEETS IN ROME

The third annual meeting of the Medallion Airfreight System is scheduled to be held in Rome this month, according to an announcement by Norman Barrett, president Barrett International Forwarders, Inc. Agents from 15 countries will convene.

Barrett also revealed that the latest participating agent in the Medallion system is Delpo Shipping & Transport Co., Ltd., of Piraeus, Greece.

### NEW OFFICES

#### AIRLINES

##### ICELANDIC

New York, N. Y.—630 Fifth Ave. Phone: PLaza 7-8585. New address houses the executive offices.

#### FORWARDERS

##### ALLIED AIR FREIGHT

Arecibo, P. R.—Ave. Luis Llorens Torres No. 163. Phone: 153.

Mayaguez, P. R.—64 Dr. Basora St. Phone: 817.

Ponce, P. R.—Final Calle Villa. Phone: 2-4319.

San Juan, P. R.—Isla Verde Airport. Phone: 791-1168. Hector Aleman, general manager for Puerto Rico; Faustino (Charlie) Gonzales, operations manager; Roberto Jusino, sales manager. (These are new, larger quarters facing airport ramp area. Includes five truck bays.)

## CONTINENTAL EYES EAST

Continental Airlines, Denver-based carrier operating to 36 cities between Chicago and the West Coast, has applied for authorization to open services between the Midwest and points in the East. Robert F. Six, president, said that Continental would provide jet services between Chicago, Cleveland, and New York; between Cleveland and Philadelphia; and between Philadelphia and Detroit.

## CAB OKAYS ASA REQUEST

ASA International Airlines, which received on September 6, 1960 Civil Aeronautics Board authority to suspend scheduled services to Bogota, Columbia, has been allowed by Board action to continue suspension of that service through August 31, 1962. ASA and Riddle Airlines are seeking a merger.

## TIGER CLEARED

Airline Transport Charters' complaint against the Flying Tiger Line that the all-cargo line had acquired control of Pacific International Airways without prior Civil Aeronautics Board consent, has been dismissed without prejudice by the government body.

## 13 FORWARDER BIDS KILLED

The applications of 13 motor carriers seeking authorization as air freight forwarders have been rejected by the Civil Aeronautics Board. Argument is that there will be a conflict of interest between both entities. Still pending are 11 other applications filed by forwarding firms whose basic business is that of motor carriers of household goods.

## CLUB NEWS

**Traffic Club of Houston:** The opening meeting of the new fall season, which was held last month, was attended by representatives of Houston's new National League baseball team.

**Traffic Club of Greater Los Angeles:** Dick Baird, TWA, headed up the program, of the club's fall membership meeting.

**Cincinnati Traffic Club:** October 10 has been set aside as a special Ladies Day.

**Transportation Club of St. Paul:** A golfing get-together was held last month, with Bill Roberts and Bob Weimer in charge of the events.

**Traffic Club of Kansas City:** The half-dozen winners of the one-year transportation scholarships at the University of Kansas City were introduced at last month's Traffic & Transportation Education Day luncheon meeting.

**Women's Traffic Club of New York, Inc.:** Mrs. Catolyn Crusius, a partner in the firm of Elmo Roper & Associates, addressed last month's meeting designated as Motor Carrier Night.

**Texas Chapter, American Society of Traffic & Transportation, Inc.:** Newly elected officers—A. O. Brochu (director of transportation, Continental-Emeco Co., Dallas), president; Marle Kelly (district freight and passenger agent, Southern Pacific Lines, Beaumont), vice president; V. O. Musick (assistant traffic manager, Pollock Paper Co., Dallas), secretary; E. S. Allen (chief clerk, Southern Railways System, Dallas), treasurer.



By DAVID A. EDWARDS  
United Kingdom Correspondent

JUST 75 minutes after take-off from Manchester, the Aer Lingus freighter landed at Dublin Airport—and yet another consignment of New World Cadet gas cookers manufactured by Radiation Ltd. at their Leeds production centre had arrived in Ireland.

It all started when Stanhope Hamilton, in charge of Radiation's Order and Sales Department, was faced with a long delay in the clearance of an urgent cooker order. In a moment of exasperation he said: "Oh, send it by air."

Sydney Cope, despatch foreman, took up the remark, rang the airport, and got all the necessary details. Harry Talbot, progress manager, then began to think about other possibilities for sending cookers by air.

"At first glance," he said, "people are inclined to think that the cost of air freight is prohibitive, except perhaps for the most urgent orders."

"Anyway we thought it was worth going into more closely. We were particularly worried at the time by the amount of damage being caused to our cookers during transit."

"They were very carefully crated in strong wooden boxes and packed inside and out with wood wool—but we still received many complaints about the condition of the cookers on arrival. Our good name was going west with the damage."

"Vitreous enamel is really glass in different colours fixed to the metal, and it needs handling with the same care to prevent splintering or chipping. But in some cases the handling was so rough that even cast-iron vertical members were fractured."

"Packing 36 cookers in wood wool and crates, in the old way, might take two employees three days. We still had the damage problem and we had to stand the cost involved in returning the crates."

"We discovered that when sending the cookers by air we needed only to protect the sides, back plate, and hot plate with double corrugated paper, in the same way as we do when sending them by our own road transport."

"Protecting the cookers in this way is just a moment's work. Packing costs have been reduced from pounds to shillings."

"The big thing about air freight against rail and sea is that damage is negligible by

air. And, quite apart from anything else, damage causes great inconvenience to a customer."

"The air service is so quick that customers in Ireland can use us as their stockyard, and in fact we hold stocks with this in mind."

It is noteworthy that in one week 146 Cadet cookers, weighing more than seven tons, were flown to Dublin from Manchester Airport by Aer Lingus. Said Harry Talbot:

"There is no doubt that in addition to other factors, the speedy service we can offer by using air freight has helped to boost our orders."

The above is just one case-history from the files of Aer Lingus, which during the year ended March 31 carried 11,000 tons of freight. The figure represents an increase of 40% over the previous year. Returns for the first two months of the current year show a further upward trend.

Of course, the development of air freight is hardly surprising in view of the fact that Irish firms are more conscious of the export market than they have been at any time previously. Aer Lingus with a network which serves 29 centres in the United Kingdom and the Continent. Its associate in Irish International Airlines, Aerlinter, operates to New York and Boston.

A classic example of how airfreighting helps the export drive is provided by the regular daily shipments of mushrooms—approximately 1,500 chips—from farms in County Dublin, Kildare and Monaghan, which are flown out from Dublin Airport to the markets of Liverpool and Manchester.

The one-hour air journey ensures that mushrooms arrive in time for the market which begins at 4 a. m. the following day, and that they are still absolutely fresh and their moisture content remains at the desired level. The highest tribute to air transportation as a means of bringing mushrooms to market comes from buyers themselves, who openly acknowledge that they will pay a higher price for a lot known to have been flown in.

That air freight can open up markets which would not be available by surface transport, is emphasized by the fact that each night during the period from April to October an average consignment of one ton of fresh Irish salmon is flown from Dublin to Paris. The speed with which the fish is hurried from Ireland to France ensures that there is no necessity for deep-freeze. The salmon, which is usually consumed on the day of its arrival, is merely chilled before delivery to Aer Lingus for shipment.

Ireland and Irish International Airlines are looking forward with optimism to increased income from airfreighted exports. And no wonder, for Ireland is perhaps the only country in the world which can boast of having a town, the reason for whose existence is the proximity of a world air freight centre. That, of course, is the Industrial Estate at Shannon Free Airport (August 1961, AT; Page 14).

**Air Cargo Sales Club of New York:** At first a casualty of the wrath of Hurricane Esther, Frank R. Brine, president, ABAT, Inc., in a rescheduled talk, warned top management against lending a receptive ear to the advice of its sales force. He pointed to the example of the automobile industry, whose leaders refused to take seriously the salesmen's reports of changed consumer requirements. As a result, that industry has been unable to reach its former peak of 7.2 million units sold in 1955. Brine related this concept to the air

freight industry. Airline cargo representatives are in constant touch with shippers and are in the best position to advise management on shipper's needs and desires. Such information is valuable, he said, and should be gratefully received by management.

**Women's Traffic Club of New York:** Proceeds of a luncheon card party next month will be donated to the Industrial Home for the Blind of Brooklyn.



## CONGRATULATIONS

### UNITED STATES AIRLINES

**Alaska:** Three department directors have been promoted: Chester L. Miller, now vice president-operations; George R. Sindt, now vice president-maintenance and engineering; and Raymond J. Wadsworth, named vice president-sales . . . The following have been promoted to assistant vice president: Edward L. Sherman, director of personnel and industrial relations; Robert Giersdorf, Fairbanks district sales manager; and J. Stuart Goodman, Anchorage district sales manager . . . Donald L. Ingalls, promoted to treasurer . . . Henry W. Bierda, assistant to the president, assigned additional duties as assistant-secretary . . . Attorney David B. Bowman elected assistant secretary.



Left to right:

Row 1—Williams (Alitalia); Riker (BOAC).  
Row 2—Myer (BOAC); Sanderson (El Al).  
Row 3—Barrett (RANSA); Sztibel (KLM).  
Row 4—Pipp and Greening (Airborne).

**American:** Houston D. Silliman appointed manager in the Chicago area. His service with the carrier extends over a period of 30 years. He is successor to James J. Lamond, transferred to the New York headquarters as vice president of flight administration.

**Eastern:** A major realignment of executive authority has resulted in the following appointments: Robert L. Turner elected executive vice president-transportation services; Frank Sharpe elected vice president-customer services; C. Robert Springer, vice president-flight operations; Ambrose L. Chabot, vice president-aircraft maintenance; Don C. McRae, assistant vice president and director of communications; Maurice Lethbridge, executive vice president-staff services; Robert S. Lipp elected vice president market and economic research; Warren R. Winn, Jr., vice president-schedules and planning; Captain John H. Halliburton, executive vice president-administrative services; Joseph H. Brock, vice president-base administration; and Charles J. Simons, controller.

**Slick:** David A. Edwards elected to fill the new senior executive post of vice president-finance. He has also been elected a member of the board and of the Executive Committee. Before joining Slick he held positions in various important business concerns.

**South Pacific:** Sam Wilson elected executive vice president.

**TWA:** J. E. Frankum transferred to Kansas City upon promotion to vice president and general transportation manager. E. Paul Burke succeeds Frankum as assistant vice president and regional general transportation manager, with headquarters at New York International Airport.

**Trans-Texas:** J. Marvin Brooks, former director of training, elevated to vice president-training . . . Henry E. Kriegel, treasurer, given additional duties upon promotion to vice president-policy administration . . . R. E. McKaughan, Jr. upped to vice president-assistant to the president . . . Bill Newkirk named public relations director.

**Western:** Willis R. Balfour moved from Minneapolis-St. Paul to Los Angeles upon promotion to director of agency and interline sales. A veteran of 13 years in the airline industry, he has been with Western since 1952 . . . William J. Grant, previously manager of the Oakland office, appointed Denver district sales manager.

### FOREIGN AIRLINES

**Alitalia:** Henry E. Williams named cargo traffic coordinator. He served for over six years with Pan American before joining the foreign carrier.

**BOAC:** David E. A. Riker, with the airline since 1955, appointed cargo sales officer-Central States. He will operate from Chicago . . . Richard L. Myer, formerly with the cargo sales force in New York, named cargo sales representative in Los Angeles . . . D. Paul McMahon appointed Pacific sales liaison officer. The appointment moves him from New York to San Francisco.

**El Al:** Haim Sanderson, a deputy managing director of finance and administration, named manager for the Americas. Before joining El Al in 1958, he held high positions in the Israel Government and in private industry.

**JAL:** Eight new cargo sales representatives have been named: John J. Sullivan, Boston; K. Ishikawa, Chicago; Orlando D. Garcia, New York; William S. Carroll, New York; Robert L. Hindmarsh, Cleve-

land; Eugene Whalen, Detroit; George Marchetta, Los Angeles; and Philip Robert Brady, San Francisco.

**KLM:** George Sztibel, former supervisor of commercial planning, appointed assistant to George Lambert, U. S. sales manager . . . Wouter van der Klip named traffic coordinator for freight cargo at New York International Airport.

**Lufthansa:** Claus Lange appointed regional sales manager in Los Angeles. He succeeds Guenter Hoehn, promoted to sales manager for the Far and Middle East regions with headquarters in Hong Kong.

**RANSA:** John F. Barrett, well-known air freight figure, named manager of traffic and sales. He is headquartered in Miami.

### FORWARDERS-AGENTS

**Air Dispatch:** John C. Wisener, Jr. appointed executive vice president. He has previously held many important posts in the transportation industry . . . G. L. Brandon named senior vice president . . . M. A. Ratcliff becomes first vice president . . . Frank B. Ward, formerly connected with Emery and AEI, appointed general manager in New York.

**Airborne Freight:** L. M. Greening named regional sales manager for the Pacific Northwest, with headquarters in Anchorage. He has served with United Airlines, Pan American, Alaska Air Lines and Pacific Northern Airlines during his 22 years in the air cargo field . . . Martin Pipp appointed Japan manager. Joining from the C-Van Service, he has had long experience of the movement of freight in international trade.

**Barr Shipping:** Henry Norona, lately of the Pan American Bank, Miami, joins as assistant manager in that city.

**REA:** Harold F. Wiegert takes the newly created post of Alaskan manager, headquartered in Anchorage. He has been with the express firm since 1945 . . . Mrs. Peter W. Stratenwerth appointed assistant secretary. In addition to her new corporate post, she will continue as secretary to the senior vice president and office manager, executive department.

### INDUSTRIAL TRAFFIC

**Allis-Chalmers Manufacturing Co.:** Thomas E. Graham named assistant traffic manager in La Porte, Ind.

**Monsanto Chemical Co.:** Whitney W. Wilson named traffic supervisor of the Chocolate Bayou plant, near Alvin, Tex.

**DeSoto Chemical Coatings, Inc.:** William C. Fleck appointed traffic manager.

**C. A. Olsen Manufacturing Co.:** Robert L. Ray named traffic manager.

**United States Steel Corp.:** John T. Morgans appointed traffic manager in Chicago. . . Joseph S. Dewey becomes traffic manager in Newark.

**Continental Steel Corp.:** James L. Marshall named assistant to the general traffic manager.

**Reynolds Metals Co.:** T. H. Arvin moves to Chester, Pa. on appointment as plant traffic manager . . . Warren Munro joins the general traffic department, Export Division . . . John M. Anderson named district traffic manager for the Arkansas plants, headquartered in Jones Mills, Ark. . . J. R. Peacock becomes district traffic manager in Phoenix, Ariz.

**Cerro Corp.:** Patrick G. Briody succeeds the retired Walter McCurdy as traffic manager.



## NEW EQUIPMENT

FOR THE

### Shipper & Carrier

The Baker Industrial Trucks Division of Otis Elevator Co. has announced the development of a new 2,000-pound-capacity electric fork lift truck with a 59" turning radius and a right-angle-stacking aisle dimension of 70 3/4 inches plus the length of load.

Called the Model FTD-020 Short Coupled Truck, it is designed for easy servicing and heavy-duty operation, and is powered by a standard 18-cell, 15-plate "bobtail" battery providing a full 36 volts. An access hole has been provided in the frame for ease of controller servicing. According to company engineers, easy steering is assured through the use of a recirculating, ball-type steering gear. Top brake efficiency permits the truck to be stopped easily on a 15% grade with very light brake pressure, it was reported.

The Barrett-Cravens Co. is offering a brand new electric tractor model, called the TSG 12-24. A combination walkie-rider tractor using low travel speeds for walkie use, and a special high speed when used for rider towing over long distances, it reportedly is ideal for warehouses and plants where both short runs and long hauls are required.

Two 12-volt batteries are connected in parallel. In walkie use just one battery supplies 12-volt power through two speeds set for comfortable walking pace. It does not push the operator, and does not slow him down. For rider use, the operator stands on a foot-pushbutton in the rider platform which connects the two batteries in series and automatically supplies power from the second 12-volt battery. With full 24-volt power now operating, the high third speed drives the TSG up to 6.25 mph, without load. With full rated load of 10,000 pounds rolling capacity, speed is 3.25 mph. Ultimate drawbar pull of the TSG is rated at 550 pounds.



Easy steering and superb maneuverability is a key feature of the TSG. With the steering handle the driver controls forward and reverse travel speed by thumb push-button; braking by a slight backward pull on the handle; and sharp steering in any direction. Trailers can be uncoupled by the foot release lever operated by the driver while he stands in normal driving position. A gear drive gives rugged power.

A new vinyl-backed glass-reinforced strapping tape offers "unusual abrasion and

weather resistance, along with high tensile strength and adhesion," it is claimed by Johns-Manville, manufacturer of Dutch Brand No. 400 Strapping tape. The product is said to offer numerous advantages over both paper and acetate backed tapes at no additional cost. The advantages: increased abrasion resistance, conformability, flexibility, and moisture resistance. In addition, Johns-Manville said, it will not deteriorate when used for materials stored in outdoor locations.

## NEW YORK-TOKYO

(Continued from Page 122)

and Anchorage, are on a weekly round trip basis.

A DC-7F (payload 25,000 pounds) departs New York at 6 a.m. every Saturday; Chicago, 9 a.m.; Seattle-Tacoma, 1:30 p.m.; Anchorage, 6 p.m. Arrival in Tokyo is at 1:30 a.m. Monday. A day is lost crossing the International Date Line.

## NEW TARIFFS

(Continued from Page 122)

pairs of points. A single weight break has been established at 5,000 pounds.

Tiger is the sole domestic purchaser of the new Canadian CL-44 propjet swing-tail freighter. The airline's acquisition of a fleet of these 400-mile-per-hour, 65,000-pound payload aircraft prompted the study which led to its tariff proposal.

American Airlines, the nation's largest carrier of domestic air freight, has taken a far different approach in designing its tariff proposal. It would scrap all differences in rates, and put into effect a single charge for nearly all commodities.

With the accent on simplification, American has gone a step further. It would offer shippers a 25% discount on long-haul shipments received between 9 a.m. and 3 p.m. These are traditionally the slack periods of the shipping day.

The proposed single-rate tariff, American pointed out, would produce rates that are lower in some instances and lower in other cases. On an overall basis, it is expected to return "revenue to the airline equivalent to that produced by the same volume under today's tariff."

G. Marion Sadler, American's vice president and general manager, said it is the company's conviction that "air freight tariffs must reflect the streamlining, simplicity and efficiency that are synonymous with the Jet Age." The airline, he added, spent 18 months devising its simplified tariff.

"Pages and pages of specific commodity descriptions found in surface tariffs and to a lesser degree in existing airline tariffs are done away with," Sadler asserted. "The rate from one specific city to another for almost all products is identical. Volume discounts are provided, beginning at 1,000 pounds, and pickup and delivery service still is available."

## PRESIDENT

(Continued from Page 122)

mended that airline mergers be encouraged by the Civil Aeronautics Board, five new

major airports be constructed, and steps be taken to revise international agreements which favor foreign airlines with regard to routes. The group's report also cover other phases of air transportation and general aviation.

## CHARTERS

(Continued from Page 122)

carriers to reimpose their ban on forwarder charters, a ban which the Board said over three years ago was not in the public interest. We wish accordingly to register strong objection to the Board's removal of Condition (d) as a disavowal by the Board of its thrice-repeated standards stated within the last four months. Its action in restoring the charter proscription is open to the inference that the Board really wasn't serious when, in announcements to the airlines and the forwarders on three different occasions, it set out in unequivocal terms the only conditions under which it would agree to permit the IATA carriers to deny the right to forwarders to charter. These conditions, it must be stressed, were the requirements which the Board, on careful consideration on those occasions, had concluded were necessary in any agreement in order to generate high volume traffic on a schedule basis on the North Atlantic as a 'satisfactory' substitute for forwarder charter rights.

"There is no dispute that the IATA Agreement does not meet the Board standards proclaimed as the *sine qua non* to any reimposition by it of the forwarder charter prohibition. The current Board Order concedes it. As we have noted in our letter to the Board of July 10, it was announced that the Board would consider lifting its restriction against prohibiting forwarder charters if (1) the carriers agreed upon 'a number of reasonably spaced break points at appropriate discounts' within a general 'framework' of '1000 and 7500 or 10,000 kgs,' and if (2) the specific commodity portion of any rate agreement was restricted to a limited number of commodities' for which special rates are clearly required, 'representing by far the lesser percentage of the total weight carried' so as 'not to undermine the general commodity rate structure.' (August AT; Page 4.)



"We do not know how conditions could be more explicitly stated. The recent Board Order E-17365 recognizes categorically, as it must, that neither of these criteria have been complied with. Thus the Order states that, westbound, where the charter right is abrogated, 'no weight break is to be offered above 1,000 kilograms' at all, and 'to this extent, maximum development of large volume business in scheduled service may be impeded'; and, 'the specific commodity rates . . . may well encompass a greater proportion of the total market than the Board envisaged,' although it does 'not believe' that primary reliance upon the general cargo rates will be undermined 'to a critical extent.' Under the circumstances we search in vain for any support of the position stated in the Order that the question whether the agreement provides a basis upon which to remove Condition (4) from Resolution 045 is 'a close one.' The agreement is patently so far from being responsive to the Board's publicly-announced criteria as not to need any further analysis than what we have already said here, in our letter of July 10, and the Board's own admission."

Haffer accused the Board of divesting itself, the United States flag airlines, the forwarders, and the public "not only of an effective present right, but also of a future stimulus to the European flag carriers to renounce their traditional adherence to a low-volume, high-price rate structure." He declared that forwarder charters had been the "principal prod" to producing the new low rates.

## REVOCATION

(Continued from Page 122)

instances. At the present time, the domestic freight rate level is significantly in excess of the minimum rate level. While it is true that there have been some downward rate adjustments in recent months, these have involved the limited area of eastbound directional rates. The existence of these rate adjustments does not appear to the Board to afford a tenable ground for retaining an industry-wide minimum rate level.

"Not only has the minimum rate order served its original purpose, but it also appears that its continued existence will serve to inhibit needed rate adjustments to reflect the changing technology of the industry. Uncompromised all-cargo aircraft, powered by turbine engines, are now becoming available to the industry. In addition, these aircraft will be accompanied by improved ground handling facilities and methods. The combination of new aircraft types and ground equipment gives reasonable promise of cost savings to the industry. If these cost reductions materialize and permit economical rate reductions, the carriers will be in a position to tap new markets. There is thus on the horizon the prospect of a breakthrough in the air transportation of freight which will enable the carriers to achieve profitable freight operations for the first time. By the same token, failure to tap new traffic sources could well result in disaster for individual carriers if, as a result, the increased available capacity is not efficiently utilized.

"It is, of course, true that reliable cost data for the new equipment types do not exist at the present time. Nevertheless, for purposes of the action which we are taking, it is sufficient that the new equipment is coming into operation and that there

is reasonable promise that the equipment will produce economies. Again, neither of these facts is seriously challenged by any party.

"As we stated in our February 24 order, 'the imminent introduction of new turbine-powered all-cargo aircraft in scheduled cargo service and the rapid increase in cargo capacity for the industry make it important that the industry have maximum flexibility and opportunity to experiment with promotional rates designed to increase air cargo traffic within the limits imposed by the rate-making criteria of the Act.' This needed flexibility is lacking under the present minimum rate order. A carrier desiring to file a rate below the established minimum must first file a petition requesting an appropriate amendment of the minimum rate order. The burden is put upon him to justify the



relief requested. If there are objections to the proposed amendment an evidentiary hearing might well be required. This process imposes heavy burdens on the carriers and the Board and inevitably acts as a brake on carrier initiative.

In determining to revoke the minimum rate order we go no farther than to decide that rate-making should revert to the normal process of initiation of rates by carrier tariffs subject to suspension and investigation upon complaint or upon the Board's own initiative. Thus, our action serves primarily to change the procedural rules under which rates are regulated and in no sense involves a substantive determination as to the rate levels which the Board would approve. By revoking the minimum rate order we will, therefore, eliminate the present requirement of prior Board approval of each individual rate that would otherwise be below the minimum rate order. Our action does not prejudice the right of any interested person to file a complaint against any proposed rate, and the Board will subject rate proposals to rigorous scrutiny in accordance with our established rate policies. We do not intend to permit air freight rates to fall below economic levels. Neither will we tolerate an incipient return to the domestic rate practices which originally necessitated the issuance of minimum rate orders."

Chairman Boyd pointed out that opponents of revocation had argued that such action would, at a time when industry earnings are depressed, bring a lower yield to the carriers; that, instead, a rate increase was "prima facie justified."

"To accept the argument," he went on, "we would have to assume that there is little elasticity of demand for air transportation of freight. While this may be true as to goods which are shipped by air for emergency reasons, it is established that the ability of the air transportation industry to tap new markets is dependent in large part on the reduction of the rate level.

"Concern is also expressed that revocation will precipitate numerous cross tariff filings which will require suspension and investigation, and that it will be impossible to process all of them during the 180-day statutory suspension period. The Board recognizes this as a theoretical possibility, but in our view it does not justify reten-

tion of an essentially obsolete order which stands in the way of needed carrier experimentation with new rates.

"We recognize that revocation of the minimum freight rate orders may result in the filing of rate proposals which require expedited investigation. In order to permit the early disposition of these cases we contemplate the use of abbreviated procedures. The proponents and opponents of freight rate changes should be prepared to proceed to prehearing conference and to hearing within a matter of days after the order of investigation is issued. Moreover, carriers will be expected to transmit with each tariff change or complaint thereto the full information and arguments upon which their position is predicated.

"The air freight forwarders have expressed concern that revocation of the minimum rates will result in lower rates and smaller rate spreads between the weight breaks. We may note at the outset that although the elimination of spreads was a factor in instituting the original air freight rate investigation, the Board's determination to establish minimum rates was bottomed upon the requirements of the direct air carriers. The minimum rate order does not provide minimum spreads as such. Under the order, carriers are free to increase their rates at the higher weight breaks, thereby reducing the spreads available to forwarders. The same result can also be accomplished by the establishment of specific commodity rates. Thus, whatever protection the forwarders may realize from the existing minimum rate order is merely an incidental result of that order.

## "Matter of Speculation"

"The effect of any future rate reductions upon forwarder spreads is at this point, necessarily a matter of speculation. Moreover, to the extent that lower direct air carriers rates will produce more business for the forwarders, the forwarders' profit position might well be enhanced even with some reduction in the spreads. Under all of these circumstances, we do not find that it would be in the public interest to attempt to establish a volume rate structure prior to revocation of the minimum rate order, as the forwarders suggest. Rather, we believe that the forwarders will be sufficiently protected by their right to seek suspension and investigation of tariffs proposing reductions in spreads which they believe are unjustified."

The Board chairman noted Riddle Airlines' argument that regardless of the action taken by the Board, the minimum rate order should continue to apply to north-south traffic. Riddle has stated that because of the shorter hauls in this market, it could not sustain rate reductions such as may be instituted in east-west movements.

Boyd stated that the Board's "determination to revoke the minimum rate order is not based on any finding that rates should be reduced by some uniform percentage in all markets and by all carriers."

With regard to Riddle's assertion that none of the north-south carriers is proposing to use CL-44-type freighters (such as have been acquired by the Flying Tiger Line, an east-west all-cargo carrier), Boyd declared that "the impending introduction of CL-44 aircraft is merely one of the factors which have led us to revoke the minimum rate order, and there is no indication that the developments in air freight technology will be confined solely to the east-west carriers."

## BOOKS

As anyone might guess, the contents of E. J. Kahn, Jr.'s **A Reporter Here and There** (Random House; 364 pages; \$4.95) are largely from the pages of the famed *New Yorker*, some of it revised. Kahn, an inveterate globetrotter (his first trip to Europe was at the age of 10) makes world travel with a family sound exciting and pleasant, an experience with which some travelers may take exception. But one must read *A Reporter Here and There* to see why this is so. A grand sense of humor, a tolerant outlook, an all-perceiving eye make each chapter a self-contained gem. There is an unusually interesting chapter on the DC-3, and another on the Berlin Airlift. The Kahns' visit to the Soviet Union forms the most intriguing part of the book.

First published in 1960 by the Academy of Science of the USSR, **Atlas of the Other Side of the Moon** (Pergamon Press; 142 pages, plus 30 photos; \$7.00) contains the results of a reconstruction of the first photographs of the dark side of the moon, taken by special cameras carried by a Soviet cosmic rocket just two years ago. The editors—N. P. Barabashov, A. A. Mikhailov, and Y. N. Lipinsky—set forth the methods by which the photos were deciphered. Maps and a large number of charts detail the formations found on the other side of the moon, designating these as being of first, second, and third degree reliability. Excellent translation from the original Russian by Leon Ter-Oganian.

When the dyed-in-the-wool or professional traveler thinks in terms of guides, the name Baedeker probably flashes across his mind. Not undeservedly so—for Baedeker's touring guides long have been the last word in comprehensiveness. Just issued in a new edition of **France** (The Macmillan Co.; 463 pages; \$8.75). Including Corsica in this volume, the contents provide general information on the country, detailed descriptions of the tourist areas, gazetteer of the principal towns and resorts, and hotels and restaurants. Illustrated with maps, plans, and sketches. Recommended, of course.

Another in that outstanding series of travel books, **Les Beaux Pays, les Monts Blancs and the Seven Valleys** (Oxford University Press; 266 pages; \$9.50), by Roger Frison-Roche, with most of the photographs by Pierre Tairraz. Translated from the French and adapted by Roland Le Grand, with the cooperation of Wilfrid Noyce, this handsome volume imparts the full grandeur and awesome beauty of the mountain and surrounding area, "the cornerstone of Europe." Three-quarters of 169 heliogravures are from the lenswork of Tairraz—breathtaking examples all. Nor is this meant to underrate the others which indeed are excellent. A book you'll peruse over and over.

In **Charge!** (Longmans, Green & Co.; 182 pages; \$3.95). A. C. M. Azy, retired Army officer, makes no comic opera out of the Battle of San Juan Hill, fought on the 35th anniversary of the Battle of Gettysburg. The "only engagement in our Army's history which marked the start and finish of a campaign by an expeditionary force on foreign soil," it is portrayed by the author as a hellish battle, a far different kind of fight which the years have formed in a generally held impression. While Azy sets the record straight, one can admire the clarity and straightforward simplicity with which he tells his story. He has rid a part of American history from the undeserved dust which has gathered on it, brightened the events with proper perspective, and made *Charge!* a wholly enjoyable book.

Louise and Leslie Waller's **Take Me to Your Leader** (G. Putnam's Sons; 60 pages; \$1.50) is a satirical picturebook designed as a guide to Earth's inhabitants for visitors from other planets. It may make us grin, but the visitors may look and decide to go right back to where they came from. Nor would we blame them their lack of appetite.

Donald J. Mantz's novel, **Sweeney Squadron** (Doubleday & Co., Inc.; 280 pages; \$3.95) takes us back to World War II; to 1944 at a fighter training base in Florida, through a series of intermediate events to a logical windup with furious activity in the Pacific. This is strictly an action story. The protagonist, Major Everett Gregory, has a problem. "Got to keep up the morale of the troops," he says early in the book. It's a tussle, but he manages it. Exciting.

Robert Henlein's **Stranger in a Strange Land** (G. P. Putnam's Sons; 408 pages; \$4.50) is science fiction. But unlike the usual run of fantastic and futuristic adventure yarns of this popular form of literary fare, the author pricks the follies of Earthlings with the well-aimed shafts of a social philosopher. The book opens: "Once upon a time there was a Martian named Valentine Michael Smith." Mike, you see, is a Mars-reared Earthman returned to the planet of his parents, and what happens in the process of orientation makes good, solid fun, knocking over in the process the tin idols of behavior as we accept them.

Geoffrey Sainsbury has made an excellent translation from the original French of Jean Hougron's new and remarkable novel, **Barbarian's Country** (Farrar, Straus & Cudahy; 256 pages; \$3.95). Hougron has focused his story on a powerful colonial family in French Indochina; a story that moves swiftly from literally the first page. On Page 2, rich old Antoine Courvay, whose ominous influence never really leaves the book, is found stabbed to death. The murder throws the various members of the family into sharp relief. The ensuing passions, ambition, intrigue, suspicions make a tangled web, but under Hougron's able pen each character, each motivation rings true and alive. His story is so strong and the setting so authentic that one can fairly see and smell the gradual death of the French Indonesia he knows so well. Put this on your must list.

In his curious novel, **A Glimpse of Arcadia** (Coward - McCann, Inc.; 216 pages; \$3.95), Macdonald Hastings tells the story of the young lad, Peter, and his grandfather who, on a raw night one century ago, net a giant salmon—a rarity in the smelly London River. The old man dies, leaving the lad the sole possessor of the big fish, a fortune for sure. Thus begins a series of colorful adventures, these stemming from his desire to retain the river prize which will make him rich, but which eventually is stolen. If the story—it's based on a legend—winds up on a fairly-tale note, we like it that way. After all the running Peter's had to do, it's comforting to know that the Prime Minister himself will do something for him.

Frank Borden Hanes writes stirringly about the Nez Perce War more than 90 years ago, in an absorbing book, **The Fleet Rabble** (Farrar, Straus & Cudahy; 368 pages; \$4.95). Based on an actual incident, this novel is far less a Western (by present-day standards) than it is serious American historical fiction. The work betrays all the research that has gone into it, and with it where the sympathies of the author lie. Hanes writes exceedingly well; his account of the incredible fighting between the U. S. Army and the vastly outnumbered Indians is definitely a high spot.

Walt Kelly, in his preface to **The World of John Lardner** (Simon & Schuster; 234 pages; \$4.50), states that to be alone with the late John Lardner was "to enjoy solitude in the best of company." Reading this collection of 21 articles and a seven-chapter (unfinished) study of the nation's drinking habits, the latter never before published, gives one that warm feeling of being with "the best of company" for the duration of the book. Roger Kahn, who edited this collection and added an epilogue of his own, has wisely chosen examples which reveal the scope of Lardner's writings: portraiture, television, sports, war. We will guarantee total satisfaction in every one of Lardner's pieces, even if he does prick a few of the readers' fancies.

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**49** Handy folder, produced by British Overseas Airways Corp., which lists the new transatlantic cargo rates effective September 1.

**50** Qantas has made available a new folder which provides South Pacific cargo rates to and from United States and Canadian points.

**51** Illustrated case history, prepared by a manufacturer of materials-handling equipment, shows how one of the Pacific Northwest's largest and newest public warehouse has been able to attain high-speed distribution.

**52** Pan Am has produced a new film, *World Marketing in the Jet Age*, which analyzes new marketing techniques. The film focuses on the economics of air freight through the eyes of a corporation head and his staff. Shows how cost analysis decides whether air or surface transport should be used to move goods. This sound-and-color film, 20 minutes' running time, is available on loan free of charge to business and trade groups. Pan Am will supply representatives to answer questions and discuss specific problems.

**53** A new 20-page catalog covering the complete line of a well-known manufacturer's fork trucks, powered hand trucks, straddle carriers, towing tractors, attachments, and container-handling equipment. Illustrated.

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**56** Air France offers a *VIP Shopping Guide of Paris* for business travelers and late vacationers of both sexes. This handy 33-page booklet contains a wealth of useful information, such as: what to buy and where; shopping phrases in French; a comparison size chart; a two-page detailed street map of the heart of Paris; and other pertinent data.

**57** A manufacturer offers a helpful two-color, eight-page booklet, *How to Select a Pressure Sensitive Tape*. Contains a wealth of interesting and valuable information on the types of tapes available, how they are constructed, and the factors involved in choosing a particular tape for a specific application. A full page deals with trouble-shooting problems concerned with tape failures.

**58** Eight new models of heavy duty fork lift trucks are described in a 24-page catalog made available by a leading maker. Load capacities from 10,000 to 24,000 pounds are provided by the new series which includes units powered by gasoline, LP-gas, or diesel engines, available in wheelbases from 86 to 120 inches.

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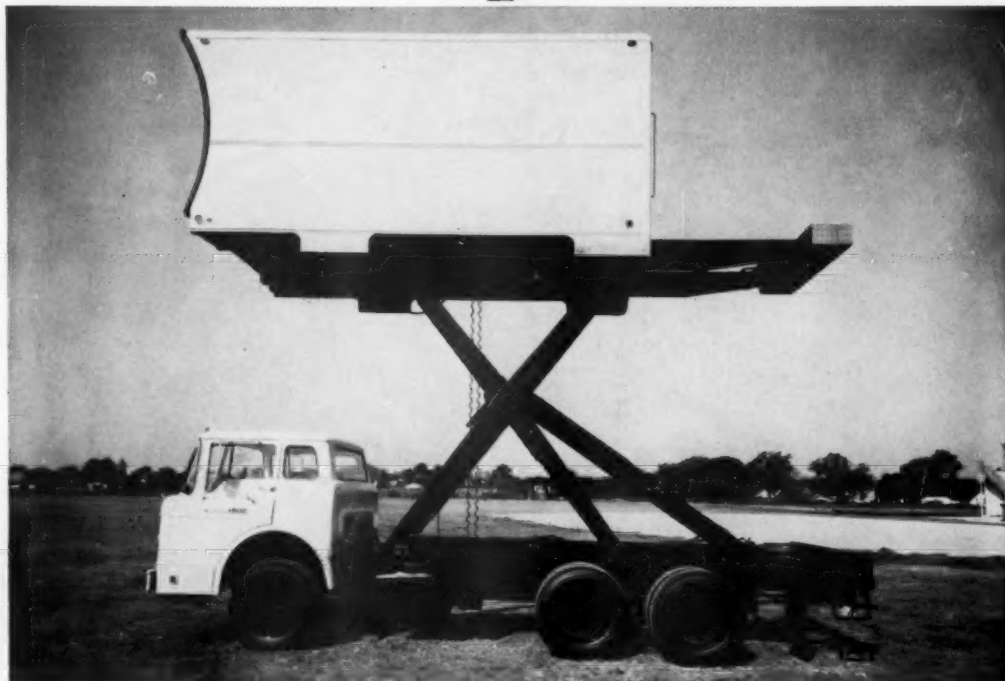
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